

Report
of the
Vancouver
Board of Trade
for the Year
1896-97.

Vancouver, British Columbia,
Canada.

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OFFICERS.

PAST PRESIDENTS.

1887-8 .. D. Oppenheimer.	1891-2 .. John Hendry.
1888-9 .. D. Oppenheimer.	1892-3 .. G. E. Berteaux (dec'd).
1889-90 .. E. V. Bodwell (deceased).	1892-3 .. W. F. Salsbury.
1889-90 .. R. H. Alexander.	1893-4 .. J. C. Keith.
1890-1 .. R. H. Alexander.	1894-5 .. G. R. Major.
1895-6 .. H. Bell-Irving.	

HONORARY MEMBER.

D. Oppenheimer.—Elected 1897.

OFFICERS, 1896-7.

PRESIDENT—H. Bell-Irving.

VICE-PRESIDENT—Wm. Godfrey. HON. SECRETARY—Wm. Skene.

COUNCIL.

Alexander, R. H.	Johnson, C. G.	Oppenheimer, S.
Buscombe, F.	Marani, C. J.	Paterson, R. H.
Cockburn, F.	Murray, W.	Salsbury, W. F.
Darling, H.	McFarland, J. W.	Skene, W.
Evans, E. E.	McLagan, J. C.	Spicer, H. H.

BOARD OF ARBITRATION.

Alexander, R. H.	Johnson, C. G.	Oppenheimer, S.
Buscombe, F.	Marani, C. J.	Paterson, R. H.
Cockburn, F.	McFarland, J. W.	Skene, W.
Darling, H.	McLagan, J. C.	Spicer, H. H.

OFFICERS, 1897-8.

PRESIDENT—Wm. Godfrey.

VICE-PRESIDENT—S. Oppenheimer. HON. SECRETARY—Wm. Skene.

COUNCIL.

Alexander, R. H.	Jukes, Andrew	Salsbury, W. F.
Bell-Irving, H.	Ker, Wm. Hy.	Skene, Wm.
Cockburn, F.	McLagan, J. C.	Sully, Wm.
Evans, E. E.	Marani, C. J.	Sweeny, C.
Johnson, C. G.	Murray, Wm.	Tisdall, C. E.

BOARD OF ARBITRATION.

Alexander, R. H.	Jukes, Andrew	Salsbury, W. F.
Bell-Irving, H.	Ker, Wm. Hy.	Skene, Wm.
Evans, E. E.	McLagan, J. C.	Sully, Wm.
Johnson, C. G.	Marani, C. J.	Sweeny, C.

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MEMBERSHIP ROLL, 1897.

(Corrected to date of publishing.)

ENTERED.	NAME.	FIRM.	BUSINESS.
A.			
1887.	Alexander, R. H.	B.C. Mills T. & T. Co., Ltd.	Lumber Merchant.
1896.	Allayne-Jones, A.		Min. Broker and Fin. Agent.
B.			
1897.	Banfield, J. J.		Insurance Agent.
1896.	Barnard, F. S.		Brit. Col. Elec. Ry. Co., Ltd.
1889.	Bell-Irving, Hy.	H. Bell-Irving & Co.	Merchant and Shipper.
1895.	Boyd, John	John Boyd & Co.	Wholesale Plumber.
1895.	Boak, A. A.		Insurance Agent.
1897.	Boult, Walter		Musical Instruments & Music.
1895.	Bowser, W. J.		Solicitor.
1895.	Braid, Wm.	Wm. Braid & Co.	Wholesale Tea and Grocery.
1895.	Burns, F. F.	John Boyd & Co.	Wholesale Hardware.
1895.	Buscombe, F.	R. Skinner & Co.	China and Glassware.
1897.	Byron-Johnson, R.		Insurance Agent.
C.			
1896.	Cameron, Allan	Can. Pac. Railway Co.	Local Freight Agent.
1891.	Campion, J. W.	B.C. Iron Works Co., Ltd.	Secretary.
1891.	Cockburn, F.	R. G. Dun & Co.	Manager.
1896.	Coltart, Ian	The Province Pub. Co	Manager.
1897.	Costello, M.		Salmon Canner.
1887.	Cotton, F. C., M.P.P.,	News-Advertiser,	Editor.
D.			
1895.	Darling, H.	Union S.S. Co.	Manager.
1897.	De Beck, G. W.	Mackinnon, De Beck & Co.	Financial Agents.
1897.	Diplock, A. B.	The Diplock Co., Ltd.	Wholesale Stationers.
1897.	Dixon, J. C.	Dixon & Wilson.	Com. Agents.
1897.	Doyle, H., Junr.	Hy. Doyle & Co.	Fishing Supplies.
1895.	Drake, W. E.	McLary Manufacturing Co.	General Agent.
1887.	Dunn, Thomas	T. Dunn & Co., Ltd.	Hardware.
E.			
1890.	Evans, E. E.	Evans, Coleman & Evans.	Coal Merchants & Shippers.
1897.	Evans, Percy	" " " "	" " " "
F.			
1896.	Fraser, J. A.		Mining Broker.
G.			
1897.	Garden, W. F.	Garden, Hermon & Burwell.	Surveyors.
1892.	Godfrey, Wm.	Bank of B.N.A.	Manager.
H.			
1897.	Hamilton, R.	Wm. Hamilton Mfg. Co.	Machinists.
1897.	Henderson, J. N.	Langley & Hendersen Bros.	Wholesale Chemists.
1895.	Hach, Chas.		Furniture and Upholstery.
1890.	Heaps, E. H.	Heaps & Sully.	Mach'y Agt. & Shingle Mfr.
1890.	Hendry, John	B.C. Mills T. & T. Co.	Manager.
1896.	Hope, Chas. E.		Architect.
J.			
1887.	Johnson, C. G.	Johnson & Burnet.	Ship Broker.
1896.	Jukes, Andrew	Imperial Bank.	Manager.
K.			
1896.	Kelly, R.	Kelly, Douglas & Co.	Wholesale Tea and Groceries.
1895.	Ker, W. H.	Brackman & Ker Milling Co.	Miller.

L.

1895. Leckie, R. J.	John Leckie.	Cannery Supplies.
1896. Lockyer, H. T.	Hudson's Bay Co.	Local Manager.
1897. Lewthwaite, W. A.	W. A. Lewthwaite & Co.	Wholesale Provisions.

M.

1895. Macauley, Jas.	Knowles & Macauley.	Wholesale Provision M'chn't.
1896. MacLure, J. C.	Robt. Ward & Co.	Merchants and Insurance.
1896. Macfarlane, Jas. A.	J. A. Macfarlane & Co.	Assayers and Min. Supplies.
1896. Macfarlane, John E.	B. C. Iron Works Co.	Manager.
1896. Mackinnon, J. M.	Golden Cache Mines, Ltd.	Manager.
1892. McConnell, G. S.	G. S. McConnell & Co.	Wholesale Boots and Shoes.
1889. McDowell, H.	McDowell, Atkins & Co.	Druggist.
1887. McFarland, J. W.	McFarland & Mahon.	Mining and Insurance Agt.
1887. McFeely, E. J.	McLennan & McFeely, Ltd.	Hardware.
1890. McIntosh, W. A.	W. A. McIntosh & Co.	Meat and Cattle Merchant.
1896. McKay, Arch. John	Bradstreets.	Local Manager.
1897. Morgan, E. B.	B.C. Land & Investment Co.	Manager.
1889. McLagan, J. C.	The World.	Editor.
1897. McLaren, J. B.		Capitalist.
1891. McMillan, W. J.	McMillan & Hamilton.	Wholesale Fruit & Provisions
1885. McPherson, Wm.		Lumberman.
1895. Marani, C. J.	Can. Per. Loan & Savings Co.	General Agent.
1890. Martin, Robt.	Martin & Robertson.	Grocery Agent.
1897. Milne, Chas.	Parsons Produce Co.	Wholesale Provisions.
1893. Murray, Wm.	Bank of British Columbia.	Manager.

O.

1891. Oppenheimer, S.	Oppenheimer Bros. & Co., Ltd.	Wholesale Grocers.
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P.

1891. Paterson, R. H.		Com. and Shipping Agent.
1896. Pellew-Harvey, W.	Cassell Gold Extracting Co.	Assayer.
1897. Phipps, G. W.	Thos. Dunn & Co.	Cashier.
1895. Plunkett, Osborne		Director of Mines.
1890. Pyke, J. A.		Boots and Shoes.

R.

1895. Raiph, Wm.		Stoves and Hardware.
1895. Ramsay, Jas.	Ramsay Bros. & Co.	Confectionery Manufacturer.

S.

1889. Salisbury, W. F.	Can. Pac. Ry.	Cashier.
1885. Schooley, C. A.	Canadian Oil Co.	Agent.
1897. Seymour, J. R.		Chemist and Druggist.
1897. Shelton, A. E.	Shelton & Co.	Furniture Merchants.
1897. Short, B. J.	Short & Squair.	Salmon Cannery.
1887. Skene, Wm.	S. Greenshields, Sons & Co.	Wholesale Dry Goods.
1895. Skrine, O. P.	Osmund P. Skrine & Co.	Produce Merchant.
1896. Stein, W. T.		Accountant.
1895. Stewart, F. R.	F. R. Stewart & Co.	Prod. Meht. and Ham Curer.
1897. Sully, Wm.	Heaps & Sully.	Mach. and Min. Requisites.
1887. Sweeny, Campbell	Bank of Montreal.	Manager.

T.

1891. Taylor, Walter	B.C. Fruit Canning Co.	Manager.
1891. Templeton, Wm.		Groceries and Provisions.
1890. Tisdall, C. E.		Fire Arms and Fish. Tackle.
1890. Townley, J. D.	Can. Pac. Railway.	Assistant to Gen. Supt.
1897. Tufts, A. R.	Wm. Tufts & Son.	Wholesale Grocers.
1896. Twigge, John		Major-General.

W.

1896. Warren, Falk		Colonel, late R. A.
1895. Williams, A., M.P.P	McPhillips & Williams.	Solicitor.
1891. Wilson, Geo. J.		Salmon Canner.
1889. Winch, R. V.	Winch & Bower.	Fruit and Fish Dealer.
1887. Wheeler, F. J.	Great Northern Railway.	Local Agent.
1887. Wulffsohn, Johann	German Consulate.	Financial and Insurance Agt.

ANNUAL REPORT
OF THE
Vancouver Board of Trade.

March 9th, 1897.

PRESIDENT'S ADDRESS.

GENTLEMEN,—Another year has come to a close, a year of considerable activity for this Board, and with your permission I propose shortly to review some of the work done, and touch on a few matters of interest.

Membership. The present membership of the Board is 77, an increase of five since last year.

Attendance at the meetings and interest in the proceedings has been fairly well maintained, but an effort should be made to increase the membership, which is still below what it should be.

Work Done. The following matters have, among others, been considered and dealt with during the past twelve months: Resolution passed commending action of Provincial Government in the matter of British Pacific Railway; appointment of committee to obtain information as to construction of Smelter and Refinery at Vancouver; resolution favoring construction of additional hatcheries; navigation of Fraser River and marking out of channels; duty on cotton lines; appointment of Major-General John Twigge as delegate to Third Congress of Chambers of Commerce of the Empire; resolution passed for presentation to the Congress on the following subjects, viz: Preferential Trade within the Empire; adoption of decimal system throughout the Empire; Pacific Cable; fast Atlantic service; appointment of resident representative of Great Britain in British Columbia, and the formation of an Imperial Council. Also, resolution favoring a two-cent postage rate in Canada; supply of ships' stores free of duty; necessity of increasing customs staff at Vancouver; proposal for the establishment of a Dominion Board of Trade; necessity for police patrol boat for Northern waters; special steamer for fishery protection; visit of Li Hung Chang and presentation of address; necessity of improvement of mail service to Kootenay and Northern coast; desirability for altering date of commencement of Coho fishing; proposed railway to Kootenay and appointment of delegates to interview Provincial

Government ; presentation of address to the Hon. J. Israel Tarte, Minister of Public Works ; presentation of address to the Hon. L. H. Davies, Minister of Marines and Fisheries, and banquet in honor of visiting Ministers ; interview with the Hon. A. G. Blair, Minister of Railways ; resolution to support the Toronto branch of the Navy League as to the enrollment of Naval Reserve men in Canada ; and resolution opposing the granting of a bonus to a smelter on a certain proposal made to the City Council.

Lumber. The Lumber Trade of 1896 shows an increased export over the previous year, and prices ruled slightly higher. There has been considerable activity since the opening of 1897, but this has resulted more from a sudden and excessive drop in freight rates than from any increase in the demand. Prices still continue on too low a basis to be considered satisfactory. It is to be hoped that the general improvement in the principal markets of the world, of which there seem to be indications, will extend to this important branch of our industries, and make it more remunerative to the producers.

Fisheries. There was a further development of the salmon fishing industry during the past season. Though a poor season was looked for on the Fraser River, the catch was a fairly good one. The highest prices on record were paid to fishermen for raw fish, but only moderate prices were received for the salmon when canned, results in some cases being unsatisfactory to packers. A large pack was secured on Rivers Inlet, an indifferent one on Skeena River, while the total for the Province was about the same as for the previous year. The total pack for the Pacific Coast is estimated at 2,300,000 cases—the largest on record—while it is noteworthy that of this large total, in round numbers, one-half went to the United Kingdom, shipped in about equal proportions from British Columbia and the United States. In view of the extensive preparations being made in British Columbia for season 1897, dealers in the United Kingdom are inclined to be very conservative in their ideas. Halibut and deep-sea fisheries have been carried on successfully, but on a limited scale only. It is to be regretted that there has been a considerable falling off in the seal fisheries, both in the amount of catch and price received for skins.

Mining. There has been great activity in Mining and prospecting throughout the Province, during the past year, and a large number of companies have been formed, both locally and elsewhere, to open up British Columbia mines. The official returns to January 1st, 1897, will be published in full in the Report. I wish meanwhile to draw particular attention to the striking and rapid increase in output of minerals in the Province during the last few years. Including coal, the total output of the mines has increased from \$3,588,413 in 1893 to \$7,146,425 in 1896,

while from 1895 to 1896 the output of minerals other than coal rose from \$2,834,000 to \$4,816,000. For the past year the value of the output from lode mines only, was nearly double that of the previous year, and about five and one-half times as great as in 1894. Lode mining has thus suddenly jumped to the position of first importance in the industries of the Province. The output of Trail District (gold and copper) has increased from \$702,457 in 1895 to \$1,243,360 in 1896, but the increase has been most conspicuous in the Slokan District, where the product of silver lead ores has risen from \$1,057,677 to \$2,010,048 in the same time. The yield of placer gold in Cariboo District has increased from \$282,400 in 1895 to \$384,050 in 1896. The production of lead alone has increased from \$78,996 in 1893 to \$721,384 in 1896, while the production of copper has increased four fold from 1895 to 1896. Of the total production in Canada, British Columbia furnished, in 1896, 63 per cent. of the gold, 98 per cent. of the silver, 19 per cent. of the copper, and all the lead. Though the increase in the output of the mines is very satisfactory, it would undoubtedly have been much larger had there been greater facilities in transportation, in which, it is pleasing to note, substantial improvements may be looked for this year, owing to the rapid construction of new railways, improvements in steamship lines, and a much appreciated lowering of freight rates. A change in laws relating to the formation of public companies is desired by many, which will tend to discourage overcapitalization, and give greater safeguards to investors. The publication of reports by Mr. W. Carlyle, the Provincial Mineralogist, is much appreciated by all interested.

Coal.

There is again a falling-off to record, 44,772 tons in the output of Coal for the year ending December 31st, 1896, the figures being 894,882 tons for 1896, against 939,654 tons for 1895. The total exported was 634,237 tons, local sales 261,983 tons, while the balance on hand, December 31st, 1896, amounted to 32,112 tons, against an amount on hand at the same date in 1895 of 33,450 tons. The falling-off may again be partially attributed to the increase in consumption of natural oil as fuel in California, and to competition of coal from England and from Puget Sound.

Agriculture.

It is to be regretted that no improvement can yet be recorded in the Coast District, though doubtless farmers in the vicinity of the mines can show satisfactory results. No general attention is as yet directed to fruit culture, but it is to be hoped that the systematic efforts of those interested will before long raise this important industry to the position it is undoubtedly ultimately destined to occupy. The depression in prices of Pacific Coast hops has affected British Columbia growers, but better prices are now looked for, and the high quality of the British Columbia product should insure a ready market.

Railways. Railway development in the Province, during the past year, has been confined to the West Kootenay District, two branch lines having been completed and opened for traffic, namely, the Columbia and Western, from Trail to Rossland, and the Red Mountain Railway, from Northport to Rossland. The following railways are in course of construction: Branch lines of the Columbia and Western, from Trail to Robson, and a branch of the Columbia and Kootenay, from Slocan Crossing to Slocan City. These two will tap the rich mineral district tributary to Slocan Lake, and will give all-rail connection with the smelter at Nelson and the smelter and refinery at Trail. The construction of the Crow's Nest Pass Railway, from Lethbridge to Nelson, and the extension of the road to the Coast, are subjects receiving much public attention at the present time. It is earnestly to be hoped that the Dominion Government, with due regard to the public interests involved, may before long decide on such a policy as to these important matters as will ensure the work being undertaken and pushed forward to successful completion. A larger number of railway charters are being applied for than usual, and the attention of the Board is called to the desirability of having public charters granted only under greater safeguards than are usual at present.

Shipping. Shipping for the port of Vancouver (Burrard Inlet) shows a further satisfactory increase over the previous year. Of the number of vessels which loaded with lumber in the Province, about 70 per cent. received their cargoes in this port.

Steamship Lines. The Empress Line of the Canadian Pacific Railway to China and Japan maintains its reputation as the only first-class trans-Pacific Passenger Steamship Service.

The increase in quantity of freight to Australia has been such that the two steamers of the Canadian and Australian Line have been blocked for months, so that the addition of a third boat—the Aorangi—to the fleet will be welcomed by all, while the new arrangements which provide for the boats to call at New Zealand, should place our merchants on an equal footing in the markets of that Colony, with competitors in San Francisco.

The Canadian Pacific Navigation Company has increased their fleet by the addition of the steamer Tees for West Coast trade, and has promised a weekly service on the Northern route during the coming season.

In Kootenay the five steamers of the Columbia and Kootenay Steam. Navigation Co. were recently acquired by the Canadian Pacific Railway Co., who are adding to the fleet by building two fast passenger steamers besides numerous freight barges on Arrow Lake, greatly improving their service in that District. The Canadian Pacific Railway Co. are also building a passenger steamer on Slocan

Lake, besides freight barges which will convey cars with ore to the railway, thus enabling shipments to reach their destination without breaking bulk. From April 15th it is intended that a daily service on the Columbia River shall be provided to Trail, Nelson and all Kootenay points.

Harbors and Rivers.

The attention of the Government has again been called to the necessity of a Lighthouse at the Narrows and at certain points along the Northern Coast, to the opening of False Creek, and to the improvement of navigation in Fraser River, and it is hoped and expected that some of these works will shortly be undertaken. A general survey of the Lower Fraser has been begun—as a preliminary, it is hoped, to more important work.

Smelter and Refinery.

A committee of the Board has worked in conjunction with a committee of the City Council, having in view the establishment of a smelter and refinery in the vicinity of Vancouver. It is gratifying to note that a proposal worthy of consideration for the establishment and operation of extensive works has at length been submitted, and it is hoped before our next annual meeting comes round a commencement of the work may have been made.

Third Congress of Chambers of Commerce of the Empire.

The Third Congress of Chambers of Commerce of the Empire was held in London in June last, at which Major-General John Twigge represented the Board. The Congress was opened by a memorable speech by the Right Hon. Joseph Chamberlain in favor of closer relationship between the Mother Country, her colonies and dependencies. Though there was great diversity of opinion as to the best means of accomplishing that object there was general unanimity as to its being both desirable and necessary. Canadian delegates took a most prominent part in all debates, while special importance was given to the resolution of our Board.

Fast Atlantic Service.

The present Government has not seen fit to carry out the policy of its predecessors with respect to a fast line of steamers. It is to be hoped that the difficulties standing in the way of the inauguration of this line may shortly be overcome.

The Pacific Cable.

A conference was recently held in London between delegates representing Great Britain, Canada and Australia. Their report, though not yet published, is said to be favorable to the immediate construction of an all-British cable from Vancouver to Australia and New Zealand.

Siberian Railway.

The total length of this line when completed will be 4,547 miles from Cheliabinsk to Vladivostock,

or the longest yet constructed. It is expected the line will be completed from sea to sea within the next three or four years ; but next year trains are to run over the Siberian road to the Amoor, making connection by steamer and rail to Vladivostock, the passage from London to that port being made in $17\frac{1}{2}$ days. When the short line through Manchuria is completed, London will be brought within easy 10 days' journey of Pekin. Though the railway will not be able to compete with steamship lines in the matter of cheap transportation, it is bound to play an important part politically and commercially in future development on the Pacific, while its position will be strengthened by the preferential duties about to be accorded goods passing over it.

**Behring Sea
Arbitration.**

By the conclusion of the sittings in Victoria of the Arbitration Board, met to assess the damages sustained by sealers, a further step forward has been made toward settlement of a troublesome dispute.

**Progress of the
City.**

During last year a considerable amount of attention has been devoted to mining matters, and several new firms have established themselves here with the intention of operating in British Columbia mines, while among industrial undertakings may be mentioned the arrangements made for the establishment of a factory for preparation of teredo proof piling.

There has been a fair amount of building done during the year, while there exists at present a healthy demand for leases of both residence and business property.

Nothing will serve better to show up the beauties of the surroundings and lend attraction to the city than the extension of good roads and bicycle paths in the vicinity, and any movement in this direction should receive the support of our Board.

Trade Outlook. The business outlook is decidedly more encouraging than it was twelve months ago. Though improvement is still to be desired in lumber, coal and fishing industries, the increased activity in the mining district is having a stimulating effect on trade generally.

A change in the Government of the Dominion from Conservative to Liberal is to be recorded, and a reduction of the customs tariff may shortly be expected.

As the wealth of the Province lies chiefly in the natural products, a reduction of duty on articles of consumption and on necessary machinery and tools cannot fail to directly benefit us, paying as we do now a double and treble tax in the shape of heavy freight rates over the 3,000 miles of railway which separate us from the centres of cheap production in Eastern Canada.

The Queen's Diamond Jubilee.

The present year is the 60th year of the reign of the Queen. During the year there will assemble in London to celebrate this unparalleled event, the greatest imperial gathering the world has ever seen, to which all Colonial Premiers have been invited. Mr. Chamberlain referred to it in the following words :

"It is my belief that great good will result from this gathering, that a meeting between those who represent in so marked a degree the interests of the great Colonies and the members of Her Majesty's Government will lead to an interchange of ideas about matters of common and material interest, about closer commercial union, about the representation of the Colonies, about common defence, about legislation, about other questions of equal importance, which cannot but be productive of the most fruitful results. But after all, this is the great motive which influences the Government : *We want to show to these gentlemen, we want to show to the Colonies that they worthily represent, that the days of apathy and indifference have long ago passed away. We want to show to them that we are as proud of them as we believe they are proud of us. We want to show them that we have confidence in their future, and that we have hope in their closer union with ourselves, so that in the future the British Empire, founded upon freedom, buttressed by the affections of its several members, fortified by mutual interest, shall stand impregnable and unassailable 'four square to all the winds that blow.'*"

Gentlemen, with such sentiments inspiring those in authority, I think we may look forward with confidence and hope that some of these great aspirations looking towards closer union within the Empire politically and commercially may one day be realised.

Before taking leave of you as President, and making way for my successor, I wish to thank all members for the courtesy and forbearance you have shown me under all circumstances, during my term of office. There never was a time in the history of Vancouver when it was more necessary for the business men to work together than the present ; and I hope during the year now beginning, one and all will lend their assistance and cordially work with the officers about to be elected, to further the interests of the business community.

H. T. ILL-IRVING,

President.

Hon. Secretary's Report for the Year 1896-97.

MEETINGS.

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Special " " "	6
Meetings of the Council.....	11

MEMBERSHIP.

Members on the Roll, March, 1896.....	73
Resigned.....	4
Left Vancouver.....	4
Deaths.....	2
	<u>10</u>
	63
New Members.....	15
	<u>78</u>
Membership on Roll, March, 1897.....	<u>78</u>

FINANCES.

Extract from Balance Sheet, 31st March, 1897.

(All liabilities paid to date.):

Income—

Total Income, 1896-7.....\$1,314 92

Expenditure—

Current expenses.....	\$ 558 85
Annual Report.....	521 55
Furniture account.....	54 00
Balance, Cash in Bank of Montreal	180 52

\$1,314 92

Balance drawn..... 180 52

Unpaid dues..... 75 00

Total Cr. 255 52

WM. SKENE,

Hon. Sec.-Treasurer.

EXTRACTS FROM MINUTES.

At meeting held on 16th April, 1896.

On the recommendation of the Council, it was resolved that Major-General John Twigge, late Royal Engineers, be the representative of the Board at the forthcoming Congress of Chambers of Commerce of the Empire to be held in London, and after full discussion of the programme of subjects suggested by the London Chamber of Commerce for the consideration of the Congress, the following resolutions were passed :

(1) That this Board records its opinion that in Preferential Trade between the Mother Country and her colonies and dependencies, lies the future prosperity and maintenance of the unity of the Empire.

(6) That in the opinion of this Board the British system of weights, measures and currency now in use is unworthy of the greatest commercial nation of the world, and that the adoption of a decimal system throughout the Empire should not be longer delayed.

(13) That this Board wishes to call special attention to the desirability of urging forward the Pacific cable project on commercial as on strategic grounds.

(14) That the early inauguration of the fast Atlantic service is a matter of the first importance to Canada, and with it should follow the acceleration of the transcontinental mail service, together with a corresponding improvement of the steamship service from Vancouver to Australia.

(19) That this Board is of opinion that the appointment of a resident representative of the United Kingdom in the Province of British Columbia would be attended with the most beneficial results.

(20) That in the opinion of this Board the formation of an Imperial Council for the consideration of questions of Imperial interest is a matter of first importance and would not only be the best means of furthering the general objects of the Congress, but would prove a powerful agent in the consolidation and strengthening of the Empire.

On the 14th September, 1896, on board the R.M.S. Empress of China, a deputation composed of President Bell-Irving, Vice-President Godfrey, Secretary Skene, and Messrs. Alexander, R. H. Paterson, C. G. Johnson, J. W. McFarland, W. Murray, F. Cockburn and S. Oppenheimer, waited upon His Excellency, Li Hung Chang, when the following address was presented by the Board :

To His Excellency, Li Hung Chang, Plenipotentiary to His Majesty, the Emperor of China; Senior Tutor to the Heir Apparent: Senior Grand Secretary of State and Earl of the First Rank:

May it please your Excellency: The members of the Vancouver Board of Trade have the honor to present to your Excellency their congratulations on your safe arrival at this point in your long and arduous journey, and regret that the shortness of Your Excellency's stay in our City has prevented your being tendered a reception in some more fitting manner.

Our Board has followed with lively interest the course of Your Excellency's travels, and is firmly assured that the result, on the one hand, of the influence of your personal presence, and, on the other, of your keen observation and the interest you have shown in all the developments of modern science and means of communication and transport, cannot fail to materially strengthen and extend the commercial and international relations so happily existing between the great Chinese and British empires.

Situated, as it is, at the nearest point of direct communication between the mainlands of China and Canada, and the terminus of our great transcontinental railway, it is evident that Vancouver is destined to occupy a prominent place in future international intercourse, and this Board respectfully desires to express to Your Excellency the opinion that the establishment of a Chinese consulate in this City would prove of great mutual advantage, and desires further to call Your Excellency's attention to the fact that consulates of the United States, France, Germany, Spain, Japan, Norway and Sweden, Chili, Ecuador and Hawaii are already stationed in Vancouver.

Our Board feels highly honored that it has pleased Your Excellency to choose Vancouver as your point of departure for your native land, and trusts that your voyage across the Pacific may be an agreeable one, and that you may yet be spared many years to occupy that exalted position in the councils of your great Empire which Your Excellency so eminently adorns. We have the honor to be

Your Excellency's Most Humble and Obedient Servants,

H. BELL-IRVING, *President.*

W. GODFREY, *Vice-President.*

WM. SKENE, *Hon. Secretary.*

In reply the Viceroy said: It affords me great pleasure on the eve of my departure from the Canadian shores to return to my native country, to receive the members of the Board of Trade of a city, which, though so young yet, is so situated as to have all the

advantages and qualifications of becoming one of the most important centres of commerce in the world. I am just as much desirous as you are to expand the commerce between our two countries, because I fully appreciate the economical principle that the benefits derived from the free interchange of the surplus of the national products of any two countries are never partial but always mutual. During the tenure of my office for the last 30 years as High Commissioner of Trade for the northern and southern ports of China, no effort was spared to protect, encourage and develop the commerce between the Chinese continental, and British colonial empires, whose very characteristic difference only helps to make us the best friends together. It is gratifying to think my recent sojourn in your mother country and the present visit to this Dominion will serve as the best means to strengthen the already existing most cordial international and commercial relations between our empires, and the opportunities afforded to me, and of which I have fully availed myself during my long journey, to be brought into constant contact with men of high administrative ability and technical knowledge, and to investigate the application of the most modern scientific discoveries and inventions for the promotion of the happiness of mankind. I will certainly raise my voice after the return to my native country in advocating the introduction of the appliances of modern western civilization to the Chinese Empire, and it will undoubtedly result in stimulating the commerce between the hemispheres of the globe. With regard to the proposal of the establishment of a Chinese consulate in this port, I can assure you that it will receive the most careful and attentive consideration of the Imperial Government upon my return to Peking. Before bringing my reply to a conclusion I have to express my entire satisfaction that our mutual commercial interests are watched and guided by a body of such able men as you are, and my sincere hope is that the trade of Vancouver will continue to progress, prosper and expand. (Applause.)

[Copy of Address presented to the Hon. J. Israel Tarte, at the Board Room, on 17th November, 1896.]

*To the Honorable J. Israel Tarte, Minister of Public Works,
Dominion Government.*

SIR,—The Vancouver Board of Trade desires to extend to you—as the first member of the present Liberal Government visiting our Province, a cordial welcome to the Pacific coast, and considers it a happy augury that at so early a period in its term of office, your Government should have shown so much interest in the affairs of British Columbia.

The Board takes this opportunity to express its gratification at the recent appointment of such a distinguished member of the

British Columbia Bar as Mr. A. J. McColl, Q.C., to the position of Supreme Court Judge, an appointment which, it feels assured, has given general satisfaction throughout the Province.

As matters of first importance to the Dominion in general, to the Province of British Columbia, and to Vancouver in particular as the chief terminal and shipping port on the Pacific coast, the Board would call your attention to the paramount importance of the establishment of a fast Atlantic service, the acceleration of the trans-continental mail service, and the taking of such steps in regard to the Canadian-Australian line, that with the least possible delay it may be raised to the position of a first-class mail and passenger service, and, further, in the same connection, that everything possible should be done to facilitate the early consummation of the Pacific Cable. Upon these matters strong representations were made by this Board to the late Government, about a year ago, and it would respectfully urge that you may be pleased to give them your serious consideration.

The Board has taken great interest in the recent movement towards preferential trade within the Empire, having had a representative at the recent Congress of Chambers of Commerce of the Empire in London, and trusts that your Government will give due consideration to any project having for its aim the furtherance of this great question.

Certain recently published reports with respect to improvements on the Fraser River appear to this Board to be somewhat misleading, inasmuch as they would indicate that the work already done was begun at the wrong end and should have been carried out in the upper reaches of the river. While admitting that improvement in the upper reaches is very desirable in the agricultural interests, and that the removal of snags and bars so as to keep an open channel for local steamers available at all seasons is of the greatest importance, the Board would wish to impress upon you its conviction that the work carried out by the Government engineers at the river mouth has been of inestimable benefit, and further that the regulation of the river channels from its mouth to New Westminster, is now, and always will be, a matter which should receive first and constant attention.

In the interests of the great mining industry of Kootenay, and the vast and growing traffic in that section, this Board would respectfully call your attention to the necessity for improvements being made to aid the navigation of the Columbia River.

The constantly increasing developments of mining and of settlement alike in the interior and on the northern coast of our Province, call for a revision of postal communication, which the Board trusts you may be pleased to bring to the notice of the Postmaster-General.

As the tariff is to engage the early consideration of your Government, the Board would call your attention to the anomaly which exists on the duty leviable on iron and steel plates used for the manufacture of rivetted and welded pipes, whereby these plates bear a higher duty than the manufactured pipes, thereby rendering impossible what would, under more equitable arrangement, become an important local industry; this matter was promised the attention of the late Government, but nothing resulted.

In regard to matter of more strictly local importance, the Board desires to impress upon your notice: (a) The immediate erection of a lighthouse on the north shore at the entrance to the First Narrows in Vancouver harbor; (b) the removal of Parthia shoal: (c) the re-opening of False Creek to navigation and dredging of the same; (d) and specially urges that the question of foreshore rights within the City limits be definitely and finally settled.

Thanking you for the courtesy of an interview and trusting that your sojourn in our Province may be agreeable and beneficial, we have the honor to be your humble and obedient servants,

(Signed)

H. BELL-IRVING, *President*,

W. GODFREY, *Vice-President*.

WM. SKENE, *Hon. Secretary*.

[Copy of address presented to the Hon. L. H. Davies, at the Board Rooms, on 14th December, 1896.]

To the Hon. L. H. Davies, Minister of Marine and Fisheries:

SIR,—The members of the Vancouver Board of Trade desire to take this opportunity of cordially welcoming you to our city and trust that your stay in the Province may be an interesting and pleasant one, and may the better enable you to gauge alike its resources and its needs.

The Board feels gratified that at this early period such an important member of the Government should have visited our Province, and your having undertaken such a long and arduous journey at this season of the year is proof that our requirements will not be overlooked—the interests of the department which you personally represent being of special concern to British Columbia.

Touching some of the matters alluded to during the recent visit of your colleague, the Honorable the Minister of Public Works, the Board would urge upon you the importance to the Province and the Dominion of the establishment of a fast Atlantic service, the acceleration of the trans-continental mail service and the taking of such steps as may with the least possible delay lead to the raising of the

Canadian-Australian line to the position of a first-class mail and passenger service, and further, in the same connection, that everything possible should be done to effect the early consummation of the Pacific cable.

Board feels, sir, that in the past British Columbia has not received that attention at the hands of the Dominion Government which its importance and rapid development would seem to deserve, and trusts that in future our requirements may be better understood and more promptly dealt with.

Touching matters of general importance, the Board desires to express its satisfaction in learning from the Hon. the Minister of Public Works that a survey of the lower Fraser River is about to be made, and hopes that no delay may occur in the furtherance of that great undertaking, so important to the vital interests of a large section of our Province. The maintainence of open channels for navigation from New Westminster to the mouth of the river is a matter of considerable importance to this Board, and we would urge for your consideration, that, owing to the constant changes occurring in the channels of the river and the frequent accidental destruction of existing marks, discretionary powers be given to the resident engineer to affect such repairs, re-adjustments, etc.,—in these minor matters—as may from time be necessary, without previous reference to Ottawa, and further that any changes in the position of buoys, etc., or alteration in the channels should be speedily and regularly announced.

In view of the already considerable importance and prospective great increase in the near future of traffic on our northern waters, the Board would particularly call your attention to the necessity for a thorough survey being made of the inside channels from Burrard Inlet northwards to Cape Caution, and the erection of the necessary protection to navigation in the way of beacons, buoys, etc.

In regard to fisheries, while matters affecting the salmon industry will be dealt with in detail by a deputation of canners, our Board appreciates the fact that one of the principal objects of your journey is to enquire into and arrange for the establishment of further fish hatcheries, a matter of great importance to our principal industry, and in which prompt and practical action should no longer be delayed, and has the greater confidence in pressing this point, as the Dominion Government receives over \$25,000 per annum in revenue from the British Columbia fisheries. In view of the increasing importance of the salmon industry, as well as the great possibilities in our deep sea fisheries, the Board would respectfully suggest that more frequent visits of your able fish commissioner to this coast would prove of great benefit generally and would assist the Department in framing permanent regulations more in accordance with actual requirements.

In this connection the Board desires again to call your attention to its resolution of 11th August last, viz.: "That for the prevention of the smuggling which is now prevalent in the northern waters of British Columbia, and for the protection of the fisheries, the Dominion Government is respectfully urged to provide a special steamer for this service, more particularly during the summer months," and would now further express its opinion that the time has arrived when measures should be taken to protect the interests of fishermen generally from foreign interference on our Pacific coast, equivalent to those existing on the Atlantic seaboard.

Turning to more local matters, the Board desires to call your very especial attention (a) to the necessity for the immediate erection of a lighthouse and fog bell at the entrance to the First Narrows in Vancouver Harbor; (b) to the desirability of an exact re-survey being at once made of Parthia shoal and the erection of proper and distinctive marks in connection therewith for the guidance of mariners until its removal can be effected; (c) to the re-opening of False Creek to navigation and dredging of the same, this matter being of much importance in the interests of various industries and prospective increase in local traffic.

Reverting to matters of more general importance, the Board would impress upon your notice that the rapid developments in Kootenay demand improved means of communication, its views being embodied in the following resolution of October 13th last, viz.: "Whereas, it is probable that at the ensuing session of Parliament, renewed application will be made to the Dominion Government for assistance towards the construction of a railway through the Kootenay; and whereas, it is essential to the best interests of British Columbia that such railway, if constructed, should be either extended to the Pacific coast or connected with some independent line from its terminus in Kootenay to the coast; the Vancouver Board of Trade would strongly urge upon the Dominion Government that, provided a satisfactory proposition from responsible parties for the construction of a direct railway from Kootenay to the coast be presented, that the Government should give it their favorable consideration and support, making it a condition that it should proceed simultaneously with the construction of the Crow's Nest Pass line. Further, that in the opinion of this Board, equitable regulations respecting freight and passenger rates be made a condition precedent to any line being subsidized."

In the same connection and in order to facilitate rapid and improved means of communication, so vital to the interests of this Province, the Board would urge that the Government should reserve the right of way for telegraph and telephone lines on all subsidized roads.

The constantly increasing developments of mining and of settlement alike in the interior and on the northern coasts of

our Province, together with the expansion of the fisheries, call for a general revision of the postal service. A daily direct service to Kootenay; a bi-weekly service to Comox and Union, and, during the summer months, a weekly service along the northern coast are urgently required.

It is to be hoped that when the present contract for northern coast mails expires, the new contract may be made weekly during the summer, instead of fortnightly as at present. This Board further desires to urge that the terminal position of Vancouver should entitle it to be considered as the chief centre for the collection and distribution of mail, and trusts that when changes are made this fact may not be overlooked, all of which matters we beg that you may be pleased to bring to the notice of the Postmaster-General.

In conclusion, we desire again, sir, to express our gratification at having an opportunity of receiving you, believing that nothing will tend to promote the good government of our Dominion than personal knowledge by the members of the Cabinet of the requirements of each Province.

We have the honor to remain your humble and obedient servants,

(Signed)

H. BELL-IRVING, *President.*

WM. SKENE, *Hon. Secretary.*

BANQUET.

On the evening of December 14th, a banquet in honor of Mr. Davis was held in the Hotel Vancouver, 84 being present.

Interview with the Hon. A. G. Blair.

On Monday, 21st December, a special meeting of the Council interviewed the Hon. A. G. Blair, Minister of Railways and Canals, at the Hotel Vancouver.

Mr. Blair assuring the meeting "that so soon as it may be demonstrated to the Dominion Government that a direct railway, commercially feasible, can be constructed from the Pacific coast to Kootenay, the Government will be bound to give such a road their serious consideration and support."

SHIPMENT OF LUMBER BY SEA FROM VANCOUVER, 1896:

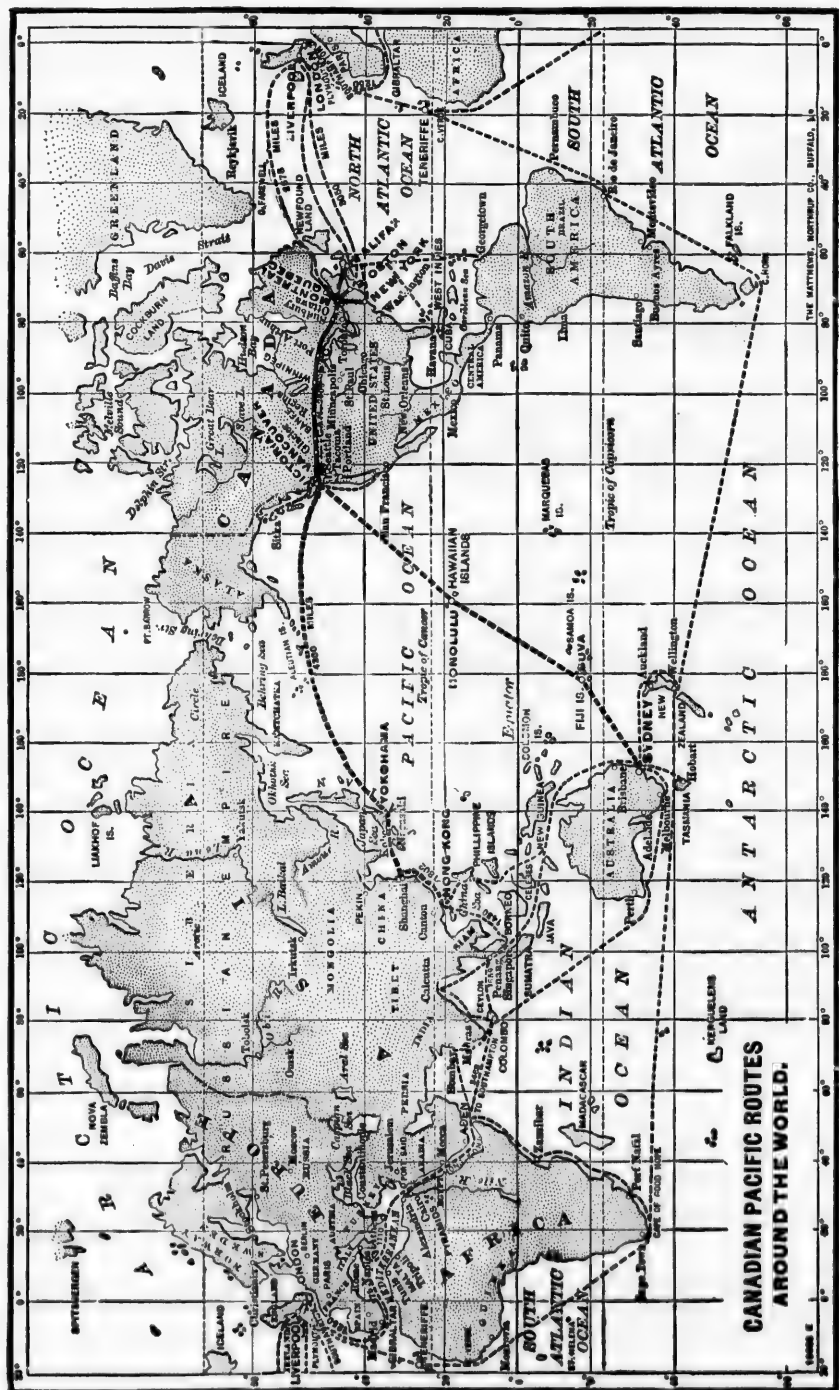
QUANTITIES IN FEET—BOARD MEASURE.

Destination	Hastings Mill	Moodyville Saw Mill	Geo. Cassady & Co.	Royal City Planing Mills	Totals
South Africa.....	5,386,701				5,386,701
Australia.....	5,291,739	5,571,188		80,810	10,943,737
United Kingdom and Continent of Europe.....	9,743,043				9,743,043
Chile.....	5,292,955	2,279,635			7,572,590
Peru.....	1,989,166				1,989,166
China.....	37,175	8,006,089			8,043,264
Japan.....	1,551,692				1,551,692
Argentina.....	1,967,187	1,119,462			3,086,649
India.....	163,217				163,217
California.....			1,461,012		1,461,012
Hawaiian Islands.....				14,004	14,004
TOTALS.....	31,422,875	16,976,374	1,461,012	94,814	49,955,075
TOTAL 1895.....					45,427,722
INCREASE.....					4,527,353

BRITISH COLUMBIA LUMBER FLEET, 1896.

FLAG	NAME	SAILED	FROM	FOR	CARGO FT.	VALUE	RATE	ARRIVED
Nor bark.	Crown Prince.	Jan. 10	Vancouver	Vologaster, Ger.	776,772	\$	Private	July 8
Chi ship.	Hindostan	Jan. 17	Vancouver	Iouque.	120,000		Owners ac	April 15
Br ship.	Nineveh	Jan. 17	Vancouver (Moodyville)	Sidney	127,500		Private	Aug. 20
Nor bark.	Prince Regent	Feb. 20	Vancouver	Delapoo Bay	957,800		Private	May 30
Br ship.	Man Buchanan	Feb. 27	Vancouver	Adelaide	1,301,986		Private	May 14
Br ship.	London	Feb. 27	Vancouver	Freemantle	1,310,386		Private	May 14
Br bark.	Albatross	March 6	Vancouver	Freemantle	1,310,386		Private	May 14
Br bark.	Rikadale	March 12	Vancouver	Freemantle	1,310,386		Private	May 14
Nor ship.	Altair	March 12	Vancouver	Freemantle	1,310,386		Private	May 14
Br ship.	General Gordon	March 12	Vancouver	Valparaiso f.o.	943,035		Private	June 19
Nor ship.	Prince Albert	March 12	Vancouver	Valparaiso f.o.	1,265,264		Private	June 19
Ger ship.	J. D. Biscoff	March 22	Vancouver (Moodyville)	Sidney	1,190,000		Private	May 12
Am ship.	E. K. Wood	March 29	Vancouver	Plymouth, Eng.	1,216,255		Private	Aug. 20
Am ship.	Edipse	March 13	Vancouver (Moodyville)	Tientsin	653,077		Private	April 30
Am ship.	King Cyrus	March 8	Vancouver (Moodyville)	Shanghai	1,072,067		Private	May 12
Am ship.	Lake Leman	March 21	Vancouver (Moodyville)	Shanghai	889,582		Private	May 2
Am ship.	Puritan	March 25	Vancouver (Moodyville)	Shanghai	767,819		Private	May 30
Am ship.	W. H. Talbot	April 4	Vancouver (Moodyville)	Shanghai	682,241		Private	May 30
Nor bark.	Sjokongen	April 10	Westminster	Shanghai	738,841		Private	June 7
Br bark.	Glenbank	April 18	Vancouver	Alcoa Bay	973,050		Private	May 31
Br bark.	Inch Keith	April 18	Vancouver (Moodyville)	Buenos Ayres.	846,739		Private	Aug. 28
Am bark.	Forest Queen	April 23	Vancouver	Iouque	7,610		Private	Aug. 12
Nor bark.	Rosalia	April 1	Vancouver	San Francisco.	1,119,411		Private	July 11
Haw bark.	Queen City	April 15	Westminster	Kobe	680,992		Private	Arrived
Am bark.	Volunteer	April 28	Vancouver	Tientsin	531,602		Private	July 9
Am brig.	Tanner	May 3	Cheminus	Sidney	469,972		Private	Aug. 4
Am brig.	Chas. F. Crocker	April 21	Vancouver	Tientsin	8,474		Private	51s 3d
Am bark.	Nonantum	April 28	Vancouver (Moodyville)	Oakland	790,284		Private	51s 6d
Am bark.	Empire	May 15	Vancouver	Shanghai	320,040		Private	June 23
Ger ship.	Philadelphia	May 12	Vancouver	Melbourne	933,700		Private	Aug. 24
Ger ship.	Orient	June 1	Vancouver (Moodyville)	Sidney	714,283		Private	Aug. 16
Am bark.	Eureka	May 30	Vancouver	Alcoa Bay	796,051		Private	40s
Am bark.	Antonieta	June 4	Vancouver	London	1,388,075		Private	68s 9d
Am bark.	Hesper	June 30	Vancouver	San Francisco.	1,288,000		Private	Nov. 14
Am ship.	Carrier Dove	June 3	Vancouver (Moodyville)	Valparaiso, f.o.	288,937		Private	Arrived
Am ship.	Guardian	June 9	Cheminus	Tientsin	800,302		Private	51s 3d
Am ship.	Laura May	May 21	Vancouver	Shanghai	892,064		Private	51s 3d
Am ship.	Laura May	May 21	Vancouver	Santa Rosalia.	892,064		Private	Arrived
Am ship.	Laura May	May 21	Vancouver	San Francisco.	310,433		Private	Arrived

Am bkn	Eureka	April 29	Vancouver	Chemainus	Sydney	11,732	288,937	2,013 Private	Arrived
Chil bark	Antonietta	May 30	Vancouver (Moodyville)	Victoria	Sydney	1,472,553	890,302	6,965 Owners ac	Aug. 29
Am bark	Hesper	June 4	Chemainus	Chemainus	Shanghai	1,302,952	894,748	558 Aug. 4	
Am schr	Carrier Dove	June 9	Chemainus	Vancouver	Valparaiso, f.o.	653,192	8,003	Private	Arrived
Am ship	Guardian	June 3	Vesuvius Bay	Maple Bay	Tientsin	1,135,373	8,189	518 31 Aug. 20	
Am schr	Laura May	May 21	Vancouver	Maple Bay	Santa Rosalia	15,140	2,011 Private	Arrived	
Br ship	Arranmore	July 10	Chemainus	Vancouver (Moodyville)	Shanghai	1,045,376			
Am ship	C. F. Sargent	July 3	Victoria	Vancouver (Moodyville)	Tientsin	465,359			
Am bkn	John Smith	July 1	Chemainus	Chemainus	Tientsin	1,144,133			
Br ship	Desdemona	July 4	Vancouver	Vancouver	Shanghai	776,339			
Am bkn	Adelaide	July 8	Chemainus	Vancouver (Moodyville)	Tientsin	835,337			
Am bark	Melrose	August 15	Maple Bay	Chemainus	Taku	802,536			
Am ship	Benj. Sewell	July 21	Vancouver	Chemainus	Antefagasta	570,547			
Am bkn	Quickstep	July 20	Vancouver (Moodyville)	Westminster	Melbourne	987,802			
Am bkn	Jane L. Stanford	August 6	Chemainus	Vancouver (Moodyville)	Freemantle	737,311			
Am schr	E. K. Wood	July 30	Vancouver (Moodyville)	Vancouver	Valparaiso	166,000			
Am ship	Chehalis	August 4	Vancouver (Moodyville)	Maple Bay	Santa Rosalia	849,239			
Am schr	King Cyrus	August 16	Vancouver (Moodyville)	Chemainus	Geraldton	1,031,354			
Chil bark	Elisa	August 16	Chemainus	Vancouver	Iquique	753,080			
Nic bkn	Wrestler	August 11	Westminster	Vancouver	Valparaiso	767,566			
Chil bark	India	August 21	Vancouver (Moodyville)	Vancouver (Moodyville)	Port Pirie	1,964,805			
Am bark	Alex. McNeill	August 20	Vancouver	Maple Bay	Kobe	593,627			
Br bark	Jessie Osborne	August 31	Chemainus	Chemainus	Buenos Ayres	680,000			
Chil bark	Magallanes	Sept. 30	Vancouver	Vancouver	Melbourne	1,015,000			
Br bark	Bellvia	Sept. 8	Chemainus	Vancouver (Moodyville)	Gibraltar	1,020,000			
Br s.s.	Beechley	Sept. 28	Vancouver	Vancouver	Adelaide	835,354			
Am bkn	Katie Pickinger	Sept. 15	Westminster	Westminster	Granton, U.K.	840,346			
Br bark	City of Adelaide	Sept. 21	Vancouver	Vancouver	London	1,040,000			
No. ship	Prince Victor	October 12	Vancouver	Vancouver	Dieppe, France	1,215,565			
Haw schr	Americana	October 13	Chemainus	Vancouver (Moodyville)	Iquique	1,155,565			
Br ship	Errol	Nov. 7	Chemainus	Chemainus	Freemantle	692,307			
Br bark	Kosciusko	October 3	Vancouver	Vancouver	Valparaiso	696,681			
Am bark	Marie Berg	October 19	Chemainus	Chemainus	Kobe	552,471			
Br ship	Colorado	Nov. 19	Vancouver	Vancouver					
Br bark	Senator	Nov. 12	Vancouver	Vancouver					
Br bark	Helensica	Nov. 25	Vancouver	Vancouver					
Chil ship	Hindustan	Dec. 29	Vancouver	Vancouver					
Nic bark	Hindstar	Dec. 22	Chemainus	Chemainus					
Br bark	Ariel	Dec. 16	Vancouver (Moodyville)	Vancouver					
Am schr	F. S. Redfield	Dec. 15	Vancouver	Vancouver					





Strength of British Columbia Timber.

Shewing the weights, specific gravities, deflections, breaking and crushing loads of some of the British Columbia woods. The pieces tested for transverse strength were one inch square, with a span of one foot, supported at both ends and loaded at the centre. The pieces tested for crushing were rectangular, and twice as long as they were thick. All the pieces were fair average specimens of timber, partly seasoned, but free from knots and flaws. The results obtained from exceptionally good or bad specimens are not included in this table.

DESCRIPTION OF TIMBER	Weight of a cubic foot in lbs	Specific Gravity	MEAN DEFLECTION IN INCHES										Highest breaking load lbs	Lowest breaking load lbs	Mean breaking load lbs	Mean crushing Load in lbs per square inch	
			20 lbs	250 lbs	300 lbs	350 lbs	400 lbs	450 lbs	500 lbs	550 lbs	600 lbs	650 lbs				End-wise	Side-wise
			inches	inches	inches	inches	inches	inches	inches	inches	inches	inches					
Alder	32.16	.5158	.082	.117	.117	.117	.138	.2	.25	.25	.25	.25	600	530	567	6500	1500
Arbutus	53.29	.8547	.05	.087	.1	.117	.142	.2	.25	.25	.25	.25	600	630	650	5900	1000
Birch	37.57	.6225	.05	.1	.133	.158	.2	.25	.25	.25	.25	.25	600	630	650	7000	1750
Cedar	24.95	.4001	.1	.133	.158	.2	.25	.25	.25	.25	.25	.25	400	450	453	5500	1500
Crab Apple	50.21	.8052	.05	.082	.117	.117	.117	.15	.2	.25	.25	.25	700	680	683	5900	1700
Cypress, Yellow	31.21	.5045	.05	.075	.09	.114	.119	.15	.2	.25	.25	.25	650	600	638	6000	1700
Fir, Red	34	.5453	.05	.075	.09	.114	.119	.15	.2	.25	.25	.25	650	600	638	6000	1700
Hemlock	31.41	.5067	.05	.075	.09	.114	.119	.15	.2	.25	.25	.25	650	600	638	6000	1700
Maple	37.4	.5889	.05	.075	.09	.114	.119	.15	.2	.25	.25	.25	650	600	638	6000	1700
Oak	51.73	.8296	.05	.075	.09	.114	.119	.15	.2	.25	.25	.25	650	600	638	6000	1700
Pine, White	27.79	.4457	.1	.125	.15	.2	.25	.25	.25	.25	.25	.25	500	400	475	5500	2500
Spruce	25.88	.4150	.1	.125	.15	.2	.25	.25	.25	.25	.25	.25	440	420	427	5000	1000
White Thorn	51.04	.8185	.05	.075	.09	.114	.119	.15	.2	.25	.25	.25	650	600	638	6000	1700
Yew	49.05	.7865	.05	.075	.09	.114	.119	.15	.2	.25	.25	.25	650	600	638	6000	1700

*Now frequently known as Abies D.

BRITISH COLUMBIA SALMON FISHERY, SEASON, 1896.

The total pack of salmon for the Province for the past season was the highest on record.

Several new canneries were built on Fraser River, one on the West Coast and one on Rivers' Inlet.

Owing it is supposed to the beneficial effect of the hatcheries, the run on Fraser River was a fairly good one, though the past was the "off year."

A large increase in the number of boats fished on Fraser River has again to be recorded, while the highest price known was paid for raw fish, the margin of profit left to the canners being reduced to a minimum, and in some cases entirely extinguished.

Five new canneries were built on the American side in Puget Sound, all of which put up considerable packs.

The increasing competition of these factories in the English Market, enabled as they are to undersell the British Columbia Pack, owing to their obtaining the fish cheaply by means of traps, is being severely felt by British Columbia packers, while owing to the further extension of use of traps in Puget Sound waters, and to the refusal of the Government to permit extension of trapping on the British side, this competition is bound to be more severely felt in the future.

There is a general and unanimous demand for the extension of the hatcheries in British Columbia. The Government has not yet taken any active steps in this direction, but it is sincerely to be hoped that something will be done this season.

Owing to the extensive preparations being made in British Columbia, Alaska and Puget Sound for the coming season, there is little demand up to the present for 1897 pack in England, and prices are likely to rule low.

The outlook for packers generally can not be considered as encouraging, but the care and attention now being paid to the packing in British Columbia will insure the product from this Province obtaining a market in preference to any other.

Pack of British Columbia Salmon, Season 1896.

Compiled by R. P. Rithet & Co., Ltd., Victoria, B.C.

PACK BY CANNERIES.

FRASER RIVER.

	Cases.
Alliance Canning Co.....	4,510
Anglo-American Canning Co.....	6,692
Anglo-British Columbia Packing Co.....	61,849
Atlas Canning Co.....	6,000
Bon-Accord Fishery Co.....	15,735
Boutilier & Co., F.....	7,956
Brunswick Canning Co.....	9,484
Canadian Pacific Packing Co.....	14,797
Costello & McMorran.....	12,012
Dinsmore Island Canning Co.....	6,335
Ewen & Co.....	19,896
Federation Brand Salmon Canning Co.....	14,662
Fishermen's Canning Co.....	9,908
Fraser River Industrial Society.....	5,205
Hume & Co., John A.....	6,334
Lulu Island Canning Co.....	7,508
McPherson & Hickey.....	7,700
Malcolm & Windsor.....	22,526
Pacific Coast Canning Co.....	8,955
Provincial Canning Co.....	4,355
Short & Squair.....	15,642
Terra Nova Canning Co.....	9,442
Todd & Son, J. H.....	21,972
Victoria Canning Co.....	47,599
Westham Island Packing Co.....	3,750
Westminster Packing Co.....	6,160

SKEENA RIVER.

Anglo-British Columbia Packing Co.....	22,919
Balmoral Canning Co.....	10,444
British Columbia Canning Co.....	10,521
Carlisle Packing Co.....	13,650
Inverness Canning Co.....	11,118
Royal Canadian Packing Co.....	10,699
Skeena Packing Co.....	10,512
Victoria Canning Co.....	10,277

RIVERS INLET.

Anglo-British Columbia Packing Co.....	30,407
British Columbia Canning Co.....	39,220
Brunswick Canning Co.....	17,519
Victoria Canning Co.....	20,313

NAAS RIVER.

Federation Brand Salmon Canning Co.....	14,649
---	--------

Carried forward.....579,241

Brought forward.....579,241

LOWE INLET.

Lowe Inlet Packing Co..... 10,395

NAMU HARBOR.

R. Draney..... 3,987

ALERT BAY.

Alert Bay Canning Co..... 2,840

WEST COAST,, V.I.

Clayoquet Fishing & Trading Co..... 4,995

West Coast Packing Co..... 112

Total pack 1896.....601,570

PACK BY DISTRICTS.

	1896	1895	1894	1893	1892
	cases	cases	cases	cases	cases
Fraser River.....	356,984	400,368	363,967	457,797	80,215
Rivers Inlet.....	107,468	58,579	39,351	38,659	15,126
Skeena River.....	100,140	67,797	61,151	59,683	89,780
Naas River.....	14,649	19,550	19,587	15,190	25,434
Lowe Inlet.....	10,395	8,681	8,315	8,724	8,161
West Coast, V.I.....	5,107	3,320	.....	.....	.....
Namu Harbor.....	3,987	3,000	.....	.....	.....
Alert Bay.....	2,840	5,100	2,000	3,700	3,598
Gardiner's Inlet.....	.....	.....	.....	6,476	6,156
	<u>601,570</u>	<u>566,395</u>	<u>494,371</u>	<u>590,229</u>	<u>228,470</u>

SALMON SHIPMENTS IN DETAIL.

	1896	1895	1894	1893	1892
	cases	cases	cases	cases	cases
England—					
London direct.....	182,253	96,459	94,203	148,332	61,864
London overland.....	9,078	.....	.....	.....	.....
Liverpool direct.....	322,364	256,301	222,345	253,833	101,447
Liverpool, overland.....	11,405	.....	.....	.....	.....
Via other ports.....	.....	29,590	59,296	25,703	.....
Overland (previous years)....	.....	65,647	20,424	27,445	.....
Eastern Canada.....	51,041	79,288	76,009	114,792	59,350
Australia.....	11,609	8,832	15,078	8,830	1,498
Other destinations.....	2,128	.....	.....	150	.....
Local Sales.....	3,844	4,326	2,642	2,931	4,311
Stocks on hand.....	7,850	25,952	4,374	8,213	.....
Total.....	<u>601,570</u>	<u>566,395</u>	<u>494,371</u>	<u>590,229</u>	<u>228,470</u>

TOTAL PACIFIC COAST SALMON PACK, 1896.

	cases	cases
Columbia River.—Spring.....	435,100	
Fall	66,100	
		501,200
Sacramento River—Spring	7,732	
Fall	6,740	
		14,472
Rogue and Klamath Rivers.—Spring.....	15,000	
Fall	5,400	
		20,400
Oregon Rivers.—Fall.....		95,000
Puget Sound and points near Fraser River.....		206,000
Alaska		874,596
Fraser River.....	356,584	
Skeena River	100,140	
Rivers' Inlet.....	107,468	
Other Northern Points.....	36,978	
Cohoes Pack, estimated.....	25,000	
		626,570
Grand Total.....		<u>2,338,238</u>

SALMON FLEET, SEASON 1896.

	cases
Br. bark Natuna.....Sailed Oct. 25.....	43,168
Br. ship Orealla.. " Nov. 9.....	73,978
Br. bark Snowdrop .. " Nov. 17.....	22,147
Br. ship Drumcliff..... " Dec. 16.....	42,960
To London direct.....	187,253
Br. bark Embleton.....Sailed Oct. 3.....	47,330
Dan. ship Tercera..... " Oct. 9.....	40,328
Br. bark Glenogil..... " Oct. 21.....	97,011
Br. bark Glenogle..... " Nov. 6.....	39,187
Br. ship Drumlanrig..... " Nov. 22.....	70,044
Br. bark Cairnsmore .. " Dec. 22.....	30,464
To Liverpool direct.....	322,364
Total by sea to England....	<u>504,617</u>

.....579,241

..... 10,395

..... 3,987

..... 2,840

..... 4,995

..... 112

.....601,570

3 1892

s cases

97 80,215

59 15,126

83 89,780

90 25,434

24 8,161

00 3,598

76 6,156

29 228,470

1892

cases

2 61,864

3 101,447

5 59,350

0 1,498

1 { 4,311

9 228,470

SHIPPING.

Vancouver possesses a magnificent and perfectly sheltered harbor, accessible for vessels of any draught, and with adequate wharfage facilities, the charges for wharfage being levied on the cargo and paid by the receivers. Although not yet possessing a dry dock, there is an excellent beach on the north side of the harbor, where iron vessels can be safely beached for the purpose of being scraped and painted, the rise and fall of the tide (13 to 15 ft.) being sufficient to permit this being done in a satisfactory manner. Shipmasters visiting the port all concur in praising the natural advantage which enables them to rid their vessels of marine growths in such an inexpensive manner and with perfect safety.

For inwards business there are general cargoes from Europe, and cargoes of raw sugar from Java for the Refinery. For outwards business a charter for lumber can nearly always be obtained, and in the season (August to September) canned salmon for the United Kingdom.

The "Empress" line of mail steamers, belong to the Canadian Pacific Railway, leave for Japan and China once a month during the winter, and once every twenty days in the summer (calling at Victoria, Vancouver Island, for local mail and passengers).

The Canadian-Australian Mail Line leaves for Sydney once a month, touching at Victoria, Honolulu and the Fiji Islands.

The Pacific Coast S.S. Company's steamers ply regularly between Vancouver and San Francisco every five days, calling also at Victoria. There is a daily service with Victoria and with Nanaimo, the steamers connecting with the incoming and outgoing trans-continental express trains of the Canadian Pacific Railway.

Provisions and supplies of all kinds are plentiful and at moderate prices, imported stores being allowed to be supplied from bonded warehouses.

Annexed will be found a list of the usual disbursement expenses, together with copies of actual disbursement accounts :

Ordinary Expenses of a Vessel at Vancouver.

Hospital dues per register ton.....	\$	02
Health Inspector's fee.....		4 00
Harbor dues.....		5 00
Bill of health, outwards.....		1 00
Pilotage, per foot (each way).....		2 00
Pilotage, per foot (steamers).....		1 50
Port Agency (according to size).....	\$25 00 to 100 00	
Discharge of ballast (usually done by ship's crew)		
or per ton.....	10 00 to 25 00	
Harbor towage.....	10 00 to 20 00	
Stevedoring—		
General cargo or salmon, per ton.....		45
Sugar, per ton.....		27½
Lumber and timber, per M. ft., according to		
the style of cargo and facilities of the ship.	80 to 1 00	
Watering.....	15 00 to 20 00	

Rates of Towage.

PILOTAGE DISTRICT OF YALE AND NEW WESTMINSTER.

The ports of the Pilotage District of Yale and New Westminster shall be as follows :

Port of Vancouver.

Port of New Westminster.

Port of Yale and several landings on the Fraser River.

(1) The limit of the Port of Vancouver shall be inside a line drawn from Point Atkinson to the red buoy on Spanish Bank.

(2) The limit of the Port of New Westminster shall be inside a line drawn between the outer buoys and north and south sand heads at entrance of Fraser River.

DUES.

For vessels entering or clearing from the Port of Vancouver the rates of pilotage shall be as follows :

Vessels under sail.....	\$4 00 per foot
" in tow of a steamer.....	2 00 "
" under steam.....	1 50 "

The pilotage from Cape Flattery or Royal Roads to a line drawn from Point Atkinson to the red buoy on Spanish Bank and *vice versa* is not compulsory, but if the services of a pilot is required, he shall be paid the following rates, viz. :

From Cape Flattery	\$6 00 per foot
" Callum Bay	5 00 "
" Beachy Head	4 00 "
" Race Rocks or Royal Roads	3 00 "

And for vessels under steam or in tow of a steamer the following rates shall be paid :

From Cape Flattery	\$3 00 per foot
" Callum Bay	2 50 "
" Beachy Head	2 00 "
" Race Rocks or Royal Roads, vessels under steam.	2 00 "
" " " " in tow of a steamer	1 50 "

NEW WESTMINSTER.

From the lighthouse on Fraser sand heads to New Westminster :	
For vessels under sail	\$4 00 per foot
" " in tow of a steamer	2 00 "
" " under steam	1 50 "

From the lighthouse to Cape Flattery or Royal Roads and *vice versa* the pilotage is not compulsory, but if the services of a pilot are required he shall be paid the following rates :

For vessels under sail :

From Cape Flattery	\$6 00 per foot
" Callum Bay	5 00 "
" Beachy Head	4 00 "
" Race Rocks or Royal Roads	3 00 "

For vessels under steam or in tow of a steamer, the following rates shall be paid :

From Cape Flattery	3 00 per foot
" Callum Bay	2 50 "
" Beachy Head	2 00 "
" Race Rocks or Royal Roads, vessels under steam	1 00 "
" Race Rocks or Royal Roads, vessels in tow of a steamer	1 50 "

Any fraction of a foot not exceeding six inches shall be paid for as half a foot, and any fraction of a foot exceeding six inches shall be paid for as a foot.

VANCOUVER CUSTOM HOUSE.

IMPORTS.

Quarters ending.....	March.	June.	Sept.	Dec.	Totals.
1894—Dutiable	\$160,304	\$218,501	\$199,223	\$182,733	\$ 760,761
1895— "	126,853	204,899	249,471	253,490	834,713
1896— "	254,522	233,957	361,271	354,674	1,204,424
1894—Free	221,210	172,951	250,833	34,789	679,783
1895— "	36,167	144,065	44,024	38,698	262,954
1896— "	127,157	127,083	61,061	59,094	374,395
<hr/>					
	1894	1895	1896		
Total imports.....	\$1,440,544	\$1,097,667	1,578,819		

REVENUE.

	March.	June.	Sept.	Dec.	Total.
1894—Duties	\$51,615 68	\$68,636 16	\$65,594 02	\$60,066 01	\$245,911 37
1895— "	47,047 94	63,610 30	66,507 13	77,143 27	254,309 66
1896— "	73,970 56	83,956 82	83,339 30	91,204 14	332,470 82
1894—Other rev...	9,451 68	17,763 43	5,271 90	8,052 70	40,529 71
1895— " ...	7,604 52	16,209 82	17,737 49	8,942 16	51,493 94
1896— " ...	6,778 28	17,293 20	24,569 09	13,067 45	51,708 02

EXPORTS.

	1894	1895	1896
Products of the mines.....	\$ 16,758	\$ 28,753	\$193,627
Fisheries	282,425	259,172	137,802
Forest	336,994	455,956	483,526
Animals and their produce.....	25,846	53,269	51,247
Agricultural produce.....	6,847	12,907	76,740
Manufactures	44,309	58,934	75,520
Bullion.....	17,651	13,490	72,546
Sundries	1,345	.....	2,730
<hr/>			
Totals	\$731,175	\$882,481	\$1,093,738

Returns, Division of Vancouver.

For the Year ending December 31st, 1896.

Articles.	Warehoused.	Ex-Warehoused for Consumption	Ex-Wareh'used for Export.
Spirits, galls.	56,491 97	47,722 69	393 18
Malt, lbs.	706,345	704,013	.....
Tobacco	144,260 1/2	140,620	2,580
Raw Leaf Tobacco.	26,788 1/2	26,682 1/2	.....
Cigars	128,425	144,275	.....
Duty Collected.....	\$141,989.09.		

Quarters ending	ENTERED FOR CONSUMPTION.			DUTY COL.
	Free.	Dutiable.	Total.	
March 31.....	\$ 133,960	\$ 228,476	\$ 362,436	\$ 73,970 56
June 30	135,424	259,361	394,785	83,956 82
Sept. 30	68,837	263,063	331,900	83,339 30
Dec. 31.....	65,271	264,551	329,822	91,204 14
	\$ 403,492	\$1,015,451	\$1,418,943	\$332,470 82

REVENUE.

Custom Duties, as above	\$332,470 82
Sick Mariners' Dues	1,832 94
Steamboat	406 92
Chinese Immigration.....	57,753 00
Other Revenues.....	1,715 16
	<u>\$394,178 84</u>

TOTAL REVENUE.

	1894	1895	1896
Customs	\$286,441	\$305,803	\$394,178
Inland	95,258	111,504	141,989
Totals.....	<u>\$381,699</u>	<u>\$417,307</u>	<u>\$536,177</u>

Warehoused
for
Export.
393.18
.....
2,580
.....

889.09.

DUTY COL.

\$ 73,970 56
83,956 82
83,339 30
91,204 14
\$332,470 82

\$332,470 82
1,832 94
406 92
57,753 00
1,715 16
\$394,178 84

1896
\$394,178
141,989
\$536,177

TRADE AND NAVIGATION RETURNS (from the official returns to 30th June, 1896).

PROVINCE OF BRITISH COLUMBIA.

PORTS.	FISCAL YEAR ENDED 30th JUNE, 1894.				FISCAL YEAR ENDED 30th JUNE, 1895.				FISCAL YEAR ENDED 30th JUNE, 1896.			
	Exports.	Imports.	Entered for Consumption.	Duty.	Exports.	Imports.	Entered for Consumption.	Duty.	Exports.	Imports.	Entered for Consumption.	Duty.
	\$	\$	\$	\$ cts.	\$	\$	\$	\$ cts.	\$	\$	\$	\$ cts.
Nanaimo.....	2,690.945	197,788	202,956	56,608 84	2,907.185	219,155	220,297	67,598 22	2,330.530	183,364	183,420	54,397 22
*Nelson.....	1,548.102	875,027	882,982	168,150 61	2,233.837	634,001	647,710	146,318 02	1,897.170	823,210	826,786	185,871 09
N. Westminster.	637.574	1,304,485	1,304,675	283,254 97	839.769	1,165,645	1,139,499	236,318 47	2,610.029	504,142	503,281	109,882 29
Vancouver.....	3,265.883	2,691,717	2,564,756	701,339 71	3,140.277	2,390,810	2,338,516	606,256 42	1,048.402	1,290,271	1,278,328	301,627 78
Victoria.....	8,142.564	5,289,617	5,190,359	1,189,414 13	9,121.098	4,379,611	4,306,022	1,033,691 13	2,490.301	2,735,351	2,705,120	134,691 18
Total.....												
									10,576,551	5,556,238	5,496,944	1,306,738 56

(*For 11 months, one month having been included in New Westminster.

**Imports into the Province of British Columbia for 25 Years
Ending 30th June, 1896.**

	Value of Total Imports.	GOODS ENTERED FOR HOME CONSUMPTION.			
		Dutiable Goods.	Free Goods.	Total.	Duty Collected.
To 30th June, 1872.....	\$1,790,352	\$1,600,361	\$ 166,707	\$1,767,068	\$ 342,400 48
From Canada.....	22,215		22,215	22,215	
To 30th June, 1873.....	2,191,011	1,569,112	507,364	2,076,476	302,147 65
From Canada.....	75,608		75,604	75,604	
To 30th June, 1874.....	2,085,560	1,676,492	371,544	2,048,336	336,494 47
From Canada.....	66,104		66,104	66,104	
To 30th June, 1875.....	2,543,552	1,924,482	566,111	2,490,593	413,921 50
From Canada.....	117,054		117,054	117,054	
To 30th June, 1876.....	2,997,597	2,237,072	707,906	2,944,978	488,384 52
From Canada.....	129,735		129,735	129,735	
To 30th June, 1877.....	2,220,968	1,820,391	346,318	2,166,709	403,520 21
From Canada.....	163,142		163,142	163,142	
To 30th June, 1878.....	2,244,503	1,905,201	367,926	2,273,127	426,125 14
From Canada.....	144,754		144,754	144,754	
To 30th June, 1879.....	2,440,781	1,997,125	320,326	2,317,454	484,704 04
From Canada.....	184,951		184,951	184,951	
To 30th June, 1880.....	1,689,394	1,614,165	122,451	2,457,116	450,175 43
From Canada.....	208,072		208,072	208,072	
To 30th June, 1881.....	2,489,643	2,214,153	242,963	1,736,616	589,403 62
From Canada.....	387,111		387,111	387,111	
To 30th June, 1882.....	2,890,223	2,472,174	404,287	2,875,461	678,104 53
From Canada.....	449,768		449,768	449,768	
To 30th June, 1883.....	3,937,536	3,331,023	550,833	3,886,856	907,655 54
From Canada.....	624,207		624,207	624,207	
To 30th June, 1884.....	4,142,486	3,337,642	702,693	4,040,335	884,076 21
From Canada.....	789,287		789,287	789,287	
To 30th June, 1885.....	4,089,492	3,458,520	564,923	4,023,452	966,143 64
From Canada.....	927,054		927,054	927,054	
To 30th June, 1886.....	3,953,290	2,951,379	1,060,347	4,011,726	880,226 65
To 30th June, 1887.....	3,547,852	3,065,791	560,318	3,626,139	883,421 53
To 30th June, 1888.....	3,509,951	2,674,941	729,260	3,401,207	861,465 14
To 30th June, 1889.....	3,763,127	2,002,646	807,140	3,809,786	974,675 09
To 30th June, 1890.....	4,379,272	3,357,111	1,030,375	4,287,486	1,075,215 20
To 30th June, 1891.....	5,478,883	4,261,207	1,074,983	5,336,190	1,346,059 42
To 30th June, 1892.....	6,495,589	4,423,114	1,803,065	6,226,419	1,412,878 00
To 30th June, 1893.....	3,934,066	3,662,073	1,255,495	4,918,168	1,367,250 32
To 30th June, 1894.....	5,320,615	3,582,333	1,738,282	5,336,961	1,308,631 23
To 30th June, 1895.....	4,403,976	3,131,490	1,286,935	4,368,425	1,137,727 49
To 30th June, 1896.....	5,506,238	3,933,050	1,503,894	5,496,944	1,306,738 56

25 Years

Exports, the Produce of Canada, from the Province of British
Columbia, for 25 Years Ending June 30th, 1896.

CONSUMPTION.

	Duty Collected.
342,400 48	
302,147 65	
336,494 47	
413,921 50	
488,384 52	
403,520 21	
424,125 14	
484,704 04	
450,175 43	
589,403 62	
678,104 53	
907,655 54	
884,076 21	
906,143 64	
880,226 65	
883,421 53	
861,465 14	
974,675 09	
1,075,215 20	
1,346,059 42	
1,412,878 00	
1,367,250 32	
1,308,631 23	
1,137,727 49	
1,306,738 56	

Year.	The Mine.	Fisheries.	Forest.	Animals and their Produce.	Agric'l. Products.	Miscel- laneous.	Total.
1872..	\$1,389,585	\$ 37,707	\$214,377	\$214,700	\$ 142	\$ 1,540	\$ 1,858,050
1873..	1,224,362	43,361	211,026	259,292	2,885	1,197	1,742,123
1874..	1,351,145	114,118	260,116	320,625	5,296	443	2,051,743
1875..	1,929,294	133,986	292,468	411,810	9,727	....	2,777,285
1876..	2,032,139	71,338	273,430	329,027	3,080	68	2,709,082
1877..	1,708,848	105,603	287,042	230,893	3,083	1,500	2,346,969
1878..	1,759,171	423,840	327,360	257,314	462	....	2,768,147
1879..	1,530,812	633,493	273,366	268,671	2,505	57	2,708,848
1880..	1,664,626	317,410	258,804	339,218	3,843	100	2,584,001
1881..	1,317,079	400,984	172,647	350,474	248	22	2,231,554
1882..	1,437,072	976,903	362,875	300,429	946	2,616	3,080,841
1883..	1,309,646	1,333,385	407,624	287,394	6,791	443	3,345,263
1884..	1,441,052	899,371	458,365	271,796	1,745	1,413	3,100,404
1885..	1,759,512	727,672	262,071	414,364	2,324	5,948	3,172,391
1886..	1,720,335	643,052	194,488	329,248	1,907	2,811	2,891,811
1887..	1,832,827	910,559	235,913	380,120	10,265	1,911	3,371,601
1888..	1,889,805	1,164,019	441,957	318,839	27,631	85,826	3,928,077
1889..	2,377,052	993,623	449,026	397,685	14,831	102,089	4,334,306
1890..	2,375,770	2,374,717	325,881	346,159	9,823	113,271	5,545,621
1891..	2,930,229	2,274,686	374,996	294,646	5,017	20,434	6,257,158
1892..	2,979,470	2,351,083	425,278	390,854	25,018	31,976	6,574,989
1893..	2,898,947	1,501,831	454,994	310,621	30,173	446,231	5,642,797
1894..	3,521,543	3,541,305	411,623	149,269	23,323	196,895	7,843,958
1895..	4,615,452	3,264,500	500,048	454,618	20,366	85,190	8,949,174
1896..	5,762,960	3,288,776	685,740	434,647	60,763	57,022	10,289,908

SHIPPING RETURNS.

PORT OF VANCOUVER.

Return of Vessels for the Year ended 31st December, 1896.

SEA-GOING VESSELS.

INWARDS.

	Number.	Tonnage.	CARGO.	
			Tons Weight	Tons Measurement
British.....	61	119,403	34,292	56,187
Canadian.....	11	1,334	1,939	2,152
Foreign.....	288	219,400	16,622	19,135
Total.....	360	340,137	52,853	77,474

OUTWARDS.

	Number.	Tonnage.	CARGO.	
			Tons Weight	Tons Measurement
British.....	57	112,038	75,392	89,068
Canadian.....	14	1,695	1,276	1,288
Foreign.....	287	219,352	60,027	71,076
Total.....	358	333,085	136,695	161,432

COASTWISE.

	Number.	Tonnage.
Inwards.....	2,038	422,081
Outwards.....	2,037	421,210

PORT OF WESTMINSTER (Fraser River) B.C.

Returns for the year ending 31st December, 1896.

LOCAL SHIPPING.	No.	TONNAGE.
Steam vessels on register	73	9,246
Sailing " " "	17	1,854
Total	90	11,100
Vessels built during 1896.	10	1,263

IMPORTS—Dutiable	\$300,175 00
Free	211,686 00
Total	511,861 00

EXPORTS—Total value.....\$29,664 00

REVENUE—Total collection 1896\$90,450 25

(By the courtesy of the Collector of Customs.)

PORT OF NANAIMO (Vancouver Island).

For the year ending 31st December, 1896.

SEA-GOING VESSELS—

INWARDS.	NO.	TONNAGE.
Steamers	342	194,964
Sailing vessels	82	99,095
Total	424	294,059

OUTWARDS.	NO.	TONNAGE.
Steamers	346	215,625
Sailing vessels	88	109,502
Total	434	325,127

EXPORTS—

COAL.	TONS.	VALUE.
United States	657,498	\$2,426,986
Hawaiian Islands	11,038	43,126
Guatemala	1,250	4,125
Buenos Ayres	492	1,476
Mexico	4,003	16,012
Japan	2,345	7,739
Total tons	676,626	\$2,499,464
Produce of the forest		105,572
Miscellaneous		4,371
Total		\$2,609,407

r, 1896.

ARGO.

Tons
Measurement56,187
2,152
19,135

77,474

ARGO.

Tons
Measurement89,068
1,288
71,076

161,432

Tonnage.

422,081
421,210

IMPORTS—Dutiable, value.....	\$130,168 00
Free	63,193 00
Total	<u>\$193,361 00</u>
REVENUE—Duties.....	\$46,714 90
S. M. Dues.....	2,701 83
Other revenue.....	334 74
Total	<u>\$49,751 73</u>

(By the courtesy of the Collector of Customs.)

PORT OF VICTORIA (Vancouver Island).

Returns for the year ending 30th June, 1896. (Later returns not obtainable at this port.)

Vessels employed in the coasting trade of the Dominion of Canada arrived at and departed from Victoria, B.C., during the year ending 30th June, 1896 :

<i>Vessels Arrived.</i>		<i>Vessels Departed.</i>	
No. Vessels.	Tonnage.	No. Vessels.	Tonnage.
1,425	391,765	1,417	399,060

Vessels entered outwards for sea at Victoria during year ending 30th June, 1896 :

<i>With Cargo.</i>		<i>In Ballast.</i>	
*No. Vessels.	Tonnage.	No. Vessels.	Tonnage.
661	470,643	716	434,309

Vessels entered inward from sea during year ending 30th June, 1896 :

<i>With Cargo.</i>		<i>In Ballast.</i>	
*No. Vessels.	Tonnage.	No. Vessels.	Tonnage.
1,113	631,366	273	298,303

*Include Puget Sound daily service.

Number and tonnage of vessels built and registered at Victoria during the year ending the year.

<i>Built</i>		<i>Registered.</i>	
No.	Tonnage.	No.	Tonnage.
6	357	6	600

...\$130,168 00
 ... 63,193 00
 .. \$193,361 00
\$46,714 90
 2,701 83
 334 74
\$49,751 73

**Comparative Statement of Cargoes handled at the Ports of
 Vancouver and Victoria, British Columbia.**

For the year ending 30th June, 1896.

(From the Official Returns.)

OUTWARDS.

PORT OF VANCOUVER (Burrard Inlet).

	Number.	Tons Reg.	Quantity of Freight.	
			Tons Weight	Tons Measure
British	40	83,614	49,588	60,661
Canadian.....	9	672	3,436	3,958
Foreign.....	203	224,879	92,357	96,404
Total	252	309,165	135,381	161,023
Average Cargo per vessel.....			533.25	639.00

PORT OF VICTORIA (Vancouver Island).

	Number.	Tons Reg.	Quantity of Freight.	
			Tons Weight	Tons Measure
British.....	29	52,635	4,801	1,089
Canadian	13	1,113	980	165
*Foreign.	619	416,895	14,458	2,844
Total	661	470,643	20,239	4,098
Average Cargo per vessel.....			30.62	62.00

*Include daily ferry services to and from Puget Sound ports.

INWARDS.

PORT OF VANCOUVER, (Burrard Inlet)

	Number.	Tons Reg.	Quantity of Freight.	
			Tons Weight	Tons Measure
British.....	34	77,097	26,188	48,303
Canadian.....	8	507	588	543
Foreign.....	185	195,576	20,866	23,052
Total.....	227	273,180	47,642	71,898
Average Cargo per vessel.....			209.87	316.73

PORT OF VICTORIA (Vancouver Island)

	Number.	Tons Reg.	Quantity of Freight.	
			Tons Weight	Tons Measure
British.....	50	87,094	16,790	6,673
Canadian.....	91	6,195	1,733	6
*Foreign.....	972	538,077	21,039	5,346
Total.....	1,113	631,367	39,562	12,025
Average Cargo per vessel.....			35.54	10.80

*Include daily ferry services to and from Puget Sound ports.

of Freight.
Tons Measure
48,303
543
23,052
71,898
316.73
6,673
6
5,346
12,025
10.80

**Summary of Cargoes of Sea-going Vessels for the Year
Ending 30th June, 1896.**

PORT OF VANCOUVER :	Tons Weight.	Tons Measure.
Outwards	135,381	161,023
Inwards	47,642	718,981
Total	193,023	232,921
PORT OF VICTORIA :		
Outwards	20,239	4,098
Inwards	39,562	12,025
Total	59,801	16,023

MINING.

As the most authentic source of unbiased information regarding the general characteristics and present position of our mines, the following extracts have been taken from The Annual Report of the Minister of Mines for British Columbia, for the year ending 31st December, 1896.

RETURNS.

Showing the total amount and value of the output of the mines of British Columbia to January 1st, 1897.

JAMES BAKER,

Minister of Mines.

*Provincial Secretary's Office,
10th February, 1897.*

TABLE I.

TOTAL PRODUCTION FOR ALL YEARS.

Gold, placer.....	\$ 57,704,855
Gold, lode.....	2,177,869
Silver.....	4,028,224
Lead.....	1,606,427
Copper.....	254,802
Coal and Coke.....	33,934,427
Building stone, bricks, etc.....	1,200,000
Other metals.....	25,000
	<hr/>
	\$100,931,604

The next Table shows the rapid increase in production during the last seven years, the increase for 1891 over 1890 being due to the large export of coal, the output of which for that year of 1,000,000 tons, being the largest ever reached by our collieries. In the year 1892 the influence of the production of the lode mines began to be felt, and since then the very marked increase in production has been carried by the quickly growing value of the gold, silver, lead and copper produced.

TABLE II.

PRODUCTION FOR EACH YEAR FROM 1890 TO 1896 (INCLUSIVE).

YEAR.	AMOUNT.
1890.....	\$2,608,608
1891.....	3,546,702
1892.....	3,017,971
1893.....	3,588,413
1894.....	4,225,717
1895.....	5,655,302
1896.....	7,146,425

Table III. gives a detailed statement of the amount and value of the different mine products for 1895 and 1896, but it has as yet been impossible to collect statistics concerning the amount of building stone, brick, lime, fire-clay, tiles, etc., hence these tables do not contain any particulars this year about the mining of the economical materials, which, of course, should be here included.

However, the increase in the value of the precious metals produced, and the baser metals, especially of lead, is marked, and the total increase for 1896 over 1895, very gratifying, the total production of the mines, other than coal, having increased from \$2,834,000 to \$4,816,000.

TABLE III.

AMOUNT AND VALUE OF MATERIALS PRODUCED 1895 AND 1896.

	Cust'mary Measures	1895		1896	
		Quantity	Value	Quantity	Value
Gold, Placer.....	Oz.	24,084	\$ 481,683	27,201	\$ 544,026
Gold, Quartz	Oz.	39,264	785,271	62,259	1,244,180
Silver	Oz.	1,496,522	977,229	3,135,343	2,100,689
Copper	Lbs.	952,840	47,642	3,818,556	190,926
Lead	Lbs.	16,475,464	532,255	24,199,977	721,384
Coal	Tons.	939,654	2,818,962	843,235	2,327,145
Coke	Tons.	452	2,260	615	3,075
Other materials.....	.....	.....	10,000	.....	15,000
			\$5,655,302		\$7,146,425

TABLE IV.

PRODUCTION OF METALS PER DISTRICT.

NAME	DIVISIONS		DISTRICTS	
	1895	1896	1895	1896
CARIBOO.....			\$ 282,400	\$ 384,050
Barkerville Division.....	\$ 81,000	\$ 82,900		
Lightning Creek ".....	40,700	53,000		
Quesnellemouth ".....	18,200	51,100		
Keithley Creek ".....	142,500	197,050		
CASSIAR.....			22,575	21,000
KOOTENAY, EAST.....			17,575	154,427
KOOTENAY, WEST.....			2,223,206	4,002,735
Ainsworth Division.....	388,944	189,589		
Nelson ".....	63,608	545,529		
Slocan ".....	1,057,677	2,010,048		
Trail Creek ".....	702,457	1,243,360		
Other parts ".....	10,520	14,209		
LILLOOET.....			40,663	33,665
YALE.....			241,581	206,078
Osoyoos Division.....	147,731	131,220		
Similkameen ".....	41,650	9,000		
Yale ".....	48,400	65,108		
OTHER DISTRICTS.....			10,000	15,000
	\$2,743,387	\$4,592,115	\$2,838,000	\$4,816,955

PLACER GOLD.

Table V. gives the yearly production of placer gold as determined by the returns sent in by the banks and express companies of gold sold to the mints, and from returns sent in by the Gold Commissioners and Mining Recorders. To these yearly amounts one-third was added up to the year 1878, and from then to 1895, one-fifth, which proportion was considered to represent approximately, the amount of gold sold of which there was no record.

The gold output is now beginning to steadily rise as the operations of the large hydraulic mining companies in Cariboo begin to assume such a scale, that with larger water supplies and the mines more opened out for work, a much larger amount of ground can be washed.

This placer gold contains from 10 to 25 per cent. silver, but the silver value has not been separated from the totals.

TABLE V.

YIELD OF PLACER GOLD PER YEAR TO DATE.

1896	1858.....\$ 705,000	1878.....\$ 1,275,204
384,050	1859..... 1,615,070	1879..... 1,290,058
.....	1860..... 2,228,543	1880..... 1,013,827
.....	1861..... 2,666,118	1881..... 1,046,737
.....	1862..... 2,656,903	1882..... 954,085
21,000	1863..... 3,913,563	1883..... 794,252
154,427	1864..... 3,735,850	1884..... 736,165
4,002,735	1865..... 3,491,205	1885..... 713,738
.....	1866..... 2,662,106	1886..... 903,651
.....	1867..... 2,480,868	1887..... 693,709
.....	1868..... 3,372,972	1888..... 616,731
.....	1869..... 1,774,978	1889..... 588,923
.....	1870..... 1,336,956	1890..... 490,435
33,665	1871..... 1,799,440	1891..... 429,811
206,078	1872..... 1,610,972	1892..... 399,526
.....	1873..... 1,305,749	1893..... 356,131
.....	1874..... 1,844,618	1894..... 405,516
.....	1875..... 2,474,004	1895..... 481,683
15,000	1876..... 1,786,648	1896..... 544,026
4,816,955	1877..... 1,608,182	
		\$57,704,855

PRODUCTION OF LOPE MINING.

The next table shows very clearly the fact that lode mining in this Province has just fairly begun, and that the progress now being made, is decided and very satisfactory.

The gold production of course consists mostly of the output of the Rossland mines as per smelter returns, but there are added the gold saved by amalgamation in the Osoyoos District, as at Camp McKinney, in the Nelson District as at the Poorman Mine, and the product of small lots of gold ore sent out to the smelters from other parts.

Some silver ore is known to have been sold prior to 1887, but no record has been obtained regarding these small sales.

TABLE VI.
PRODUCTION OF LODE MINES.

YEAR	GOLD		SILVER		LEAD		COPPER		TOTAL VALUES
	Oz.	Value	Oz.	Value	Pounds	Value	Pounds	Value	
1887.....		\$	17,690	\$ 17,331		\$		\$	\$ 17,331
1888.....			79,780	75,000					75,000
1889.....			53,192	47,873					47,873
1890.....			70,427	73,948					73,948
1891.....			4,500	4,000	113,000	5,805			29,607
1892.....			77,160	66,935	588,665	25,607			139,440
1893.....	1,170	23,404	227,000	195,000	1,768,420	72,505			297,400
1894.....	6,252	125,014	746,379	470,219	2,135,023	78,996			781,342
1895.....	39,264	785,271	1,496,522	977,229	5,662,523	169,875	324,680	16,234	2,342,397
1896.....	62,259	1,244,180	3,135,343	2,100,689	16,475,464	532,255	952,840	47,642	4,257,179
					24,199,977	721,384	3,818,556	190,926	
Totals.....	108,945	\$2,177,869	5,907,993	\$4,028,224	50,943,072	\$1,606,427	5,096,076	\$8,254,802	\$8,007,322

PRODUCTION OF COAL AND COKE.

In Table VII. is given the total number of long tons (2,240lbs.) of coal and coke for each year as reported to the Government by the different collieries in the Province. The production of coke is small, but will be now rapidly increased when the coke ovens, now being perfected at the Union Mines at Comox, and the coking coal of the Crow's Nest Pass, will have begun the regular supply of this fuel to the smelting centres. For the last two years the output of coal has been declining by reason of the increasing competition of British and American coal in the Pacific Coast markets of the United States, where most of the coal exported from British Columbia is sold.

TABLE VII.

COAL AND COKE PRODUCTION PER YEAR TO DATE.

YEAR	TONS (2,240lbs.)	VALUE
1836-52.....	10,000.....	\$ 40,000
1852-59.....	25,396.....	101,592
1859 (2 months)..	1,989.....	7,956
1860.....	14,246.....	56,988
1861.....	13,774.....	55,096
1862.....	18,118.....	72,472
1863.....	21,345.....	85,380
1864.....	28,632.....	115,528
1865.....	32,819.....	131,276
1866.....	25,115.....	100,460
1867.....	31,239.....	124,956
1868.....	44,005.....	176,020
1869.....	35,802.....	143,208
1870.....	29,843.....	119,372
1871-2-3.....	148,459.....	493,836
1874.....	81,547.....	244,641
1875.....	110,145.....	330,435
1876.....	139,192.....	417,576
1877.....	154,052.....	462,156
1878.....	170,846.....	522,538
1879.....	241,301.....	723,903
1880.....	267,595.....	802,785
1881.....	228,357.....	685,171
1882.....	282,139.....	846,417
1883.....	213,299.....	639,897
1884.....	394,070.....	1,182,210
1885.....	265,596.....	1,096,788
1886.....	326,636.....	979,908
<i>Carried forward</i> ..	3,355,557.....	10,758,565

<i>Brought forward</i>	3,255,557	10,758,565
1887	413,360	1,240,080
1888	489,301	1,467,903
1889	579,830	1,739,490
1890	678,140	2,034,420
1891	1,029,097	3,087,291
1892	826,335	2,479,005
1893	978,294	2,934,882
1894	1,012,953	3,038,859
1895	939,654	2,818,962
1896	846,235	2,327,145
Totals	11,248,759 tons.	\$33,926,602
Coke	1,565 tons	\$7,825

CARIBOO.

(From the Report of Mr. John Bowron, Gold Commissioner.)

Both placer and quartz mining have received more than the usual attention during the past season.

The principal sources of the gold supply at the present time are the hydraulic claims, the profitable working of which depends on the amount of water supply obtainable under pressure. This season being the driest ever known, those claims that secured a few weeks' run only were deemed fortunate, while many of the regular producers were unable to clean up at all, hence the comparatively light increase in the product, considering the number of men engaged, as compared with other years. A large majority of those employed were engaged in development work on both placer and quartz claims.

The estimated gold product for the year is as follows:

Barkerville Polling Division	\$ 78,900
Lightning Creek "	50,000
Quesnelle "	48,100
Keithley, Quesnelle Fork and Horsefly	200,000
Estimated product from 1st to 31st December, including desultory mining, of which no account could be obtained	10,000
Total	\$387,000

COMMUNICATION AND TRANSPORT.

The Cariboo and Lillooet districts are reached by stage from Ashcroft station, C.P.R.

The number of horses and teams employed on this road during 1896 were 600 draught horses and 400 pack animals.

Amount of freight handled, 6633 tons.

CASSIAR.

(From the report of James Porter, Gold Commissioner.)

Owing to the scattered state of the mining population here and the great distance they are apart, etc., and the expense that would necessarily be incurred in visiting all points in order to gather anything like accurate information, I regret to say that I am not in a position this season to frame a mining report and to furnish you with mining statistics.

I think that the output of gold for the season might be computed as being a trifle less than that of last.

During the summer some prospecting was done in various directions, but so far I have not heard of anything of importance being discovered. Very little or no attention has been paid during the season towards quartz development here.

There is plenty of quartz known to exist here, and I do not see why some of it should not be sufficiently rich to pay. So far but little attention has been paid to this place, and I honestly believe that if prospecting was turned in this direction that something of importance would be discovered. Some good openings are also here for hydraulic mining, and it is my honest opinion that if some attention was paid to this sort of mining that it would prove to be a good investment.

COMMUNICATION AND TRANSPORT.

By steamer from Vancouver or Victoria.

EAST KOOTENAY.

(By W. A. Carlyle, Provincial Mineralogist.)

A short examination was made of those parts of East Kootenay where mining was being actively carried on, but with the exception of mines such as the North Star, Moyie Lake Mines, and the placer mines on Wild Horse Creek, little work other than assessment work was being done. However, in the southern part of Fort Steele District the prospectors were very busy during the past season, both in the Selkirks and Rocky Mountain Ranges, and a large number of claims were staked off in close vicinity to the North Star Mine and on the St. Mary's River, Bull River, Perry Creek and their tributaries. The construction of the Crow's Nest Pass Railway, which now seems to be an assured fact, will certainly stimulate far greater activity, for there is no doubt whatever but that this part of the Province should be thoroughly explored as means of ingress and egress improve, as already some very valuable properties have been discovered and developed, and many locations have been made, which work will greatly enhance its value and importance.

Hitherto means of communication have been such that considerable time had to be consumed in reaching any part, and prospectors and mining men have been attracted to other parts more easy of access, but with a more extended steamboat service on the rivers, new roads and trails, and with keener interest aroused by the progress of mining in other parts of Kootenay, the Division of East Kootenay is on the eve of receiving much greater interest, with every probability that her latent resources will prove very valuable.

At Golden, in the office of Gold Commissioner, is an excellent collection of samples of ore, mostly argentiferous galena and tetrahedrite ores, also copper ores, from the various lodes uncovered in the district.

TOPOGRAPHY.

Running north and south for over two hundred miles, flanked on the east and west by the towering ranges of the Rockies and the Selkirks, is the wide and beautiful valley through which flows the Columbia River to the north, and the Kootenay River to the south, to join waters at Robson in West Kootenay. This valley is ten to thirty miles wide, and gently rises to the foot-hills along the main ranges, which are often bold and craggy and rise in lofty peaks.

COAL AND COKE AND OIL.

The building of the Crow's Nest Pass R.R., and the demand for coal, and more especially coke, are attracting much attention now to the large deposits of coal that will be made available by this railway, and by the splendid coking qualities of this coal, or of a large part of it, as reported upon by Dr. Selwyn, late Director of the Geological Survey of Canada. An excellent coke, very low in ash, can be produced; a coke not excelled by any other made in the west; and as large smelting works are now being constructed, this fuel supply will be a valuable factor in the smelting of the ores of this Province within her own borders. With the advent of the railway, the oil fields described will also receive that exploration their surface indications warrant.

By J. F. Armstrong, Gold Commissioner.

The chief statistics are—

	1895.	1896.	Increase.
Free Miner's Certificates . . . \$	404 00	\$ 537 00	33 per cent
Other Mining Receipts	2,203 10	2,873 26	76 "
Value of Mineral Output . .	17,575 00	154,427 00	779 "

MEANS OF COMMUNICATION, ETC.

In this district, the Mining Recorder, for each division, has his office in the town from which the division is named.

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sion, has his

Fort Steele is centrally located for its division, and is a good point for the purchase of supplies. It can be reached from Golden, B.C., on the C.P.R., and from Jennings, Montana, on the Great Northern Railroad, by steamer during the season of navigation, and by stage during the rest of the year, and by the Moyie trail from West Kootenay via Goat River, and by the St. Mary's trail from Kootenay Lake via Pilot Bay. The trunk road from Golden to Fort Steele is in good order, and fit for the transportation of heavy loads; waggon roads radiate from Fort Steele to Cranbrooke, to a point on the St. Mary's River, near Mark Creek, to the placer mines on Wild Horse Creek, and to the International Boundary Line at Tobacco Plains. With the exception of the last, these roads are in good order.

Windermere is situated on the trunk road on the line of navigation from Golden. It is in a good farming country where produce can be purchased at reasonable prices. The northern part of the division situate at the head of the Kootenay is, from want of trails, difficult of access, though not distant from stations on the C.P.R. in Alberta.

Golden is on the line of the C.P.R., and is well supplied with stores. All supplies for points south are sent from this place by boat or waggon, to the different landings from which the trails diverge.

In the Donald division, the trails are built from the different railway stations. The northern part of the division is almost unexplored.

WEST KOOTENAY.

THE REVELSTOKE, ILLICILLEWAET, TROUT LAKE AND LARDEAU MINING DIVISIONS.

By J. D. Graham, Gold Commissioner, Revelstoke.

RETURNS FROM MINING RECORDERS.

	Revelstoke.	Illicillewaet.	Trout Lake.	Lardeau.
Mineral claims recorded.....	135	64	208	128
Placer claims ".....	3	..	1	..
" re-recorded.....	1	..	...	...
Placer leases held.....	26	..	1	..
" applied for.....	9	..	1	..
Certificates of work recorded....	28	33	93	20
Bills of sale recorded.....	77	39	50	28
Gold Commissioners' permissions recorded.....	24	3	...	...
Payments in lieu of assessment..	...	..	...	1

REVENUE COLLECTED.

Free Miners' Certificates.....	\$1,507 00	\$275 00	\$ 535 00	\$271 00
Mining receipts.....	3,701 35	506 50	1,244 45	676 75

NEAR REVELSTOKE.

Early in July this year quite an excitement was raised by discoveries made on the hill at the back of Revelstoke of rock carrying gold, where 10 claims were recorded as located on the mountain, but the excitement soon died out, and little or no work was done on any of them.

I would beg to point out that lack of transportation facilities so far has acted as a detriment to the Big Bend country. This season opened very late, in fact the snow was on the mountains till July, then came the floods that practically cut off all communication with the Bend for about 5 weeks by trail. This could be avoided by a steamboat running up as far as Death Rapids, by which it would be an easy matter to transport supplies to the various creeks flowing into Gokustream, that flows from the east into the Columbia above the rapid, above which point the rails follow the higher benches. There is a possibility of a steamer being put on the Columbia next season, to run above Revelstoke.

Considering the excitement in the Rossland District, which has been the Mecca of all mining men, this section has done fairly well when the shortness of the season is taken into consideration, and I have every confidence in this section. It is but a question of a short time when it will be found that the north end of West Kootenay is equal, if not superior, to any part of it, but, as before stated, transportation facilities are wanted for the rapid opening up of this part of Kootenay.

This section has not even as yet been prospected, alluvial diggings alone having been the principal thing looked for by the placer miner, for whom there is no fascination in quartz leads, only in the small particles of gold luried in the rivers and streams.

LARDEAU MINING DIVISION.

This division has not made as much progress as I had expected, considering the surface indications on the claims in this division, most of which carry gold, silver, copper and lead.

It is to be hoped that parties owning claims will open them up, or dispose of them at reasonable figures to others who are willing to do so.

ILLICILLEWAET.

Since my last report this section of West Kootenay has made a good deal of progress.

Very active work has been done on the "Lanark" and "Isabella" Mines, in connection with which there has recently been completed (March, 1896) an aerial tramway, 6,550 feet in length, with a fall of 2,640 feet. The capacity of tramway at first will be 100 tons in 10

hours, to be increased to 150 tons in 10 hours by the addition of more carriers or buckets, and the capacity per day will then be 375 tons in 24 hours with 30 carriers of 500 pounds capacity, each running at a speed of 5 feet per second. The tramway is divided by an intermediate station into two sections of the same length and fall, and, running by gravity, develops a surplus of 11 h.p. The ropes in use, which have been specially made, are—

1 stationary carrying cable $1\frac{1}{8}$ diameter, 3,300 feet long, loaded side.

1 stationary carrying cable $\frac{7}{8}$ -in. diameter, 3,300 feet long, empty side.

1 endless traction rope $\frac{5}{8}$ -in. diameter, 6,600 feet long.

The longest span between towers is 2,900 feet. Breaking strain of ropes, 200,000 pounds per square inch.

At the Lanark mine there is estimated to be in sight somewhere in the neighborhood of 100,000 tons of ore, which will concentrate about three and one half tons into one.

TROUT LAKE MINING DIVISION.

Since my last report I am pleased to be able to state that this section has taken a step forward, and by all indications will be one of the best mining sections in the Province. Experts who have examined the section all express themselves well pleased with the leads, which, they state are equal to anything in the lower Kootenay country.

TRAIL CREEK DIVISION.

By Mr. Jno. Kirkup, Mining Recorder

Mr. Kirkup submits the following information with reference to records, etc., for this division during the year ending December 31st, 1896, as follows:—

Records of Mineral Claims.....	2,588
Bills of sale, Bonds, etc.....	2,690
Certificates of Work.....	1,211
Certificates of improvement.....	93
Free Miner's Certificates.....	4,200
Number of claims working, about.....	175
Number of miners employed.....	1,500
Output of mines not obtainable.....	

SLOCAN DIVISION.

By Mr. A. Sproat, Mining Recorder.

The following are the statistics of the Slocan Mining Division for the year ending 31st December, 1896 :—

Number of Records (location).....	1,189
" Certificates of Work issued.....	749
Money paid in lieu of work on 12 claims.....	
Number of Bills of Sale recorded..	1,170
" Bonds and Agreements recorded	106
" Certificates of Improvement issued.....	27
" abandonments recorded.....	25

NAKUSP SUBDIVISION.

By Mr. F. S. Farquhar, Mining Recorder.

The following are the statistics of the Nakusp Record Office for the year ending 31st December, 1896 :—

Number of placer locations.....	1
" quartz "	254
" transfers recorded.....	169
" claims or interests transferred.....	264
" abandonments recorded.....	1
" Certificates of Work recorded.....	127
Average number of men engaged in mining.....	110
Amount of revenue from Mining Receipts.....	\$1,428 50
" " Free Miner's Certificates ..	1,052 00

AINSWORTH DIVISION.

By Mr. Jno. Keen, Mining Recorder.

KASLO, B.C., 1897.

The following are the statistics from this office for the year ending December 31st, 1896 :—

Number of Mineral Claims recorded.....	813
" Certificates of Work.....	458
" paid \$100 in lieu of assessment work.....	5
" documents recorded.....	571
" abandonments	21
" Free Miner's Licenses issued.....	929

NELSON DIVISION.

By Mr. J. H. Rashdall, Mining Recorder.

The following are the statistics of the Nelson Record Office for the year ending December 31st, 1896 :—

Number of Locations recorded.....	2,544
" Transfers.....	807
" Certificates of Work....	323
" Free Miner's Certificates.....	1,138

LILLOOET.

By F. Soues, Gold Commissioner.

The total yield of gold from the district (ascertained from reliable sources only) is \$33,665, showing a decrease from the annual returns for the last seventeen years, at least. The total ascertained district yield for the past 17 years is \$1,185,023; an annual average of \$69,707. It should be borne in mind that the above amount is really the returns of desultory work done by Chinese and Indians. There certainly have not been over half a dozen white gold-producing miners in the district during the year.

I attribute the low point reached in production to the discovery of rich gold-bearing quartz on Cayoosh Creek in April last, which caused a great influx of the mining element, all apparently having the one aim in view, the discovery and location of mineral claims, and as such were non-producers.

QUARTZ.

Much excitement in this class of mining has prevailed since the location of a rich gold-bearing claim on Cayoosh Creek in April last.

From my observations, there are three kinds of gold in the creek, the finer kind uniformly distributed through the ore found in the "Golden Eagle," (Golden Cache Group). The coarser and richer specimens found in the "Bonanza" group, and the still coarser specimens found in the river bed workings by the Chinese, some of them going as high as \$70. It is a well established fact, I think, that coarse gold, released by whatever agency from its rocky matrix, moves but a short distance, even in swift running rivers. In the "Golden Eagle" and "Bonanza" group are the sources of at least a portion of the two first named kinds. In my opinion, the source of the third kind has not yet been located, and most likely will be found below the line of Cottonwood Creek.

In December, 1887, Mr. A. W. Smith reported his purchases of gold for that year at \$65,696, a large proportion of which was from the Chinese claims on Cayoosh Creek. In 1888 his purchases amounted to close on \$60,000, seven-eighths of which was estimated to be from Cayoosh Creek. In 1889 the amount bought by Mr. Smith dropped to \$39,000, with the exception of about \$100 worth, all bought from the Chinese miner. Summed up, the Chinese were the discoverers of gold in Cayoosh Creek. From Mr. Smith's accurate returns, we find that he bought from them in three years gold amounting to, in round figures, say \$103,000. To be well within the mark, allow one-half of that amount as carried away by them, and we have a total of \$154,500 for the three years. The whole of this was taken from say five miles of the creek, and all below the line of the "Bonanza" group.

Mining Division

... 1,189
... 749
...
... 1,170
... 106
... 27
... 25

Record Office

1
254
169
264
1
127
110
\$1,428 50
1,052 00

B.C., 1897.
for the year

.... 813
.... 458
.... 5
.... 571
.... 21
.... 929

Record Office for

... 2,544
... 807
... 323
... 1,138

Bridge River.

From a personal residence of 34 years in the district, at Pemberton, Lillooet and Clinton, and, during the whole of that time, with exceptional opportunities of learning the amount of gold obtained and the localities, I may be supposed qualified to deal with the matter intelligently and correctly. With the decade ending 1869 official public reports, with regard to mines and mining in this district, are conspicuous only by their absence. The early miners into this Province, 1859-60, worked their way up the Fraser River, testing all the tributaries for gold. Bridge River in those years was located and worked and from that time on to the present, by white, Indian and Chinese miners, year by year, with varying success. The richest finds and largest nuggets were obtained in the decade referred to. With the decade ending 1879, we have official mining statistics, commencing in 1874, in some of which annual reports place has been found for Lillooet district and the estimated returns. In others the district has been entirely ignored.

From 1860 to the discovery of Cayoosh Creek, Bridge River has been the principal source of the gold obtained. If the old mercantile books of Mr. Smith, Mr. Foster, and other traders doing business in Lillooet in the sixties, and the records of the now almost forgotten Dietz & Nelson express line, then carrying express and treasure between Victoria and Lillooet, could be now examined, the result would be a very startling array of figures of the amount of gold obtained from Bridge River and the Fraser River benches and bars in the immediate neighborhood of Lillooet. In the early sixties the principal workings were from the mouth up to the head of Deep Canyon, from which point the river flows through a long marshy section, some 50 miles. The river bed here is smooth, sandy, with fine gravel, in which only fine colors have been found. Above this stretch, Tyaughton Creek has produced considerable coarse gold. Gun Creek so far has produced fine gold, and in limited quantity. Coarse gold is found in Cadwalder Creek and the South Fork. Mr. A. W. Smith showed me a sample of 6 ozs. of very coarse gold, which he bought from an Indian last week, whose claim is located at a point above Gun Creek, and below Cadwalder Creek. The lower 13 miles of the river is now covered by an Indian reserve, sketch plan of which I append, and the wisdom of thus practically locking up so much of a well-known auriferous stream may be questioned. The valley of Bridge River for a considerable distance is paralleled by the valley in which are situated Seaton and Anderson Lakes, and, at one point on Seaton Lake the distance to Bridge River, at Jack's Landing, is only about six miles. The division between these two valleys is a high and much broken up ridge of mountains, with numerous streams (not shown on the Provincial map), falling into the above named Lakes.

The whole of the creeks, notably McGillivray Creek, are auriferous. The ridge of mountains referred to widen out to the south-west, reaching a summit, on the south side of which the watershed is to the head of Birkenhead River, on which the "Blackwater" claims have been recorded this year. In 1864 I was shown gold by an Indian, which he found at the headwaters of Lillooet River. On the north-western side of the line first referred to, gold has been found in various places. (See my report for 1886.)

It will be noted from the foregoing brief and imperfect references that Bridge River and its tributaries have been in places highly auriferous, with a possibly barren zone above the deep canyon, and further, that it has a wide-spread surrounding of mineralized rocks. The gold found in the river is unmistakably different to that found in the Fraser River bars and benches, and in form and size of the pieces bear a strong resemblance to the gold found in the placer workings in Bendigo, Victoria, in the early fifties, with this difference, that Bridge River gold shows much more recent release from its rocky matrix, in fact, at least one-third of the pieces still hold imbedded pieces of quartz.

In other lands, placer mining has, with few exceptions, whether in wide areas of alluvial deposits, in ancient or modern river beds, led up to the discovery of the rocky matrix, from which the alluvial gold was obtained. Placer deposits, in a few years, led to the discovery of the famous comstock lode. Placer deposits located the Treadwell mine on Douglas Island.

The fabulously rich placer mines of Ballarat and Bendigo, discovered in 1851, in two years located the reefs, some of which on Bendigo, have "lived down" 3,000 feet, and been continuously worked for over 40 years. The experience on Cayoosh Creek, shews that in little more than one year, the matrix, of at least a portion of the gold found in the creek, was located,

The following abstract shows the mining transactions in Mr. Phair's office at Lillooet, and my office here, for the year:—

Recorded	Mineral Claims	220
Conveyances of	"	87
Abandonments	"	3
Certificates of Work	"	16
Water Grants for	"	3
Recorded	Placer Claims	9
Re-recorded	"	7
Conveyances	"	10
Water Grants recorded	"	8
Dredging Leases in force		13
Hydraulic Mining Leases in force		34
"	" applied for	7
Free Miner's Certificates (Revenue)		\$1,067 00
Mining Receipts, general	"	4,408 65

VICTORIA MINING DISTRICT.**VICTORIA DIVISION, (Vancouver Island).**

By W. S. Gore, Gold Commissioner.

I have the honor to hand you herewith a report upon the mining transactions which came within my jurisdiction during the last year. This is the first report of the kind that I have had the pleasure of presenting. Heretofore there have been but very few mining locations made on the coast, and the claims which had been recorded were not prospected with any very satisfactory results; it is therefore gratifying to note the comparative magnitude and importance of the past year's transactions. I have also appended a complete detailed list of all the Crown Grants for mineral claims which have been issued by the Government up to the date of this report, which will be a matter of public interest and convenience, as will also be the list of Gold Commissioners and Mining Recorders which is annexed.

No. of Free Miner's Certificates issued.....	690
" Mineral Claims recorded.....	342
" Placer " "	25
" Certificates of Work.....	60
" Certificates of Improvement	1
" Grants of Water Right.....	13
" Lay-overs.....	11
" Placer Leases.....	22
" Conveyances	83

REVENUE DERIVED.

From Free Miner's Licenses	\$3,460 00
" Mining Receipts generally	3,117 10

Total

Total\$6,577 10

The mineral claims above referred to, are situated principally in the vicinity of Phillips Arm and Loughborough Inlet, and at various other points on the coast of the Mainland, also on the southern portion of Vancouver Island, and consist chiefly of gold, silver and copper, in combination of varying proportions. Nearly all of the mining locations in Victoria District are easy of access by water, and the prospects for successful mining at these places during the ensuing season are bright.

NEW WESTMINSTER DIVISION.

Heretofore this has not been regarded as a mining district of any importance, and the number of claims taken up has been small. Notwithstanding the transfer of Texada Island from this to the Nanaimo District, the number of claims recorded at the office of

Mr. Robson, Mining Recorder, during the past year, has been beyond all precedent, and the other business in connection with the office has correspondingly increased, as will appear from the following comparative statement :—

	1885.	1896.
Free Miner's Certificates issued	468	1,150
Mineral Claims recorded	182	518
Certificates of Work issued	12	37
Conveyances, from 1889 to 1896, 81 ; during 1896, 81.		

As a majority of these claims have been located during the latter part of the year, very little development work has been done yet, and one cannot speak with any certainty respecting the actual value of these mining properties. Generally the rock is low grade, but reports of assays in several cases have been very encouraging ; some of the claims located on Harrison Lake having shown over \$200 in gold to the ton. The mineral locations are spread over a large area, including Harrison Lake and River, Glacier Lake, Mission, Chilliwack, Sumas, Stave Lake, Pitt Lake, Burrard Inlet, Howe Sound, Squamish River, Malaspina Straits, Jarvis Inlet, Powell Lake, and elsewhere adjacent to the Straits of Georgia and Fraser River. The amount of prospecting done during the summer has been very large, and there is every reason for expecting that a considerable amount of development work will be done during the coming summer.

For some time negotiations have been going on, looking to the establishment of a smelter and refinery at Vancouver or New Westminster, but no definite arrangement has yet been concluded. Such an establishment would greatly tend to stimulate the development of local mines, as it would probably reduce the cost of treating the ores. A large proportion of the claims located in this district are adjacent to navigable waters, and the ore could be laid down at very small cost, either on Burrard Inlet or Fraser River ; and if a smelter were in operation at either of these points, the low grade ores could be worked at a profit. The mining outlook in this division for 1897 is very hopeful.

YALE MINING DIVISION.

The following is the yield of gold the past year for the Yale Division of Yale District, which is perfectly reliable, being the respective amounts purchased by the merchants at the different points mentioned :—

Agassiz	\$ 500
Hope	112
Yale	13,350

Carried forward\$13,962

<i>Brought forward</i>	\$13,962
Spuzzum	3,042
North Bend	2,912
Keefer's	3,200
Lytton	14,939
Spence's Bridge	1,240
Ashcroft	14,391
Shipped direct to Victoria by Ottawa Hydraulic and Wendell and Columbia Co's	2,922
Taken away in private hands and unaccounted for	5,000
	<hr/> \$61,608
Free Miner's Certificates issued	\$ 971 00
General Mining, Receipts	3,032 15

THE OSOYOOS, KETTLE RIVER AND VERNON DIVISIONS.

By C. A. R. Lambly, Gold Commissioner, Osoyoos, B.C.

I have the honor to submit the annual mining report and statistics, for the Osoyoos Division of Yale District, for the year 1896 :—

OSOYOOS MINING DIVISION.

CAMP FAIRVIEW.

Work has been carried on in this camp during the latter part of the year with greater energy than at any time for the past two years, and a number of claims have been sold and bonded at prices ranging from \$200 to \$75,000.

Following is an abstract of the mining records and free miner's certificates issued in this Division for the year 1896 :—

Free miner's certificates issued	167
Claims recorded	303
Certificates of work issued	111
Permits to re-locate	3
Abandonments	2
Bills of sale recorded	87
Bonds and agreements recorded	25
Water grants recorded	4
Certificates of improvements issued	1

KETTLE RIVER MINING DIVISION.

The following is taken from a report furnished by Mr. Wm. G. McMynn, Mining Recorder for the Kettle River Mining Division :—

The mineral development and progress generally of this division during the year 1896 has been very marked and encouraging.

During the past year there have been more free miner's certificates issued, and more location, conveyance and certificate of work record made in this district, than during the whole of the previous three years.

The following table will show at a glance the progress which has been made since the Kettle River Mining Division was established, and a Mining Recorder's office opened in the year 1893:

ABSTRACT.	1893	1894	1895	1896
Free Miner's certificates.....	194	202	451	957
Location records.....	102	93	771	1279
Certificate of work records.....	66	85	140	506
Conveyance records.....	59	55	244	713
Certificate of improvements.....		3	11	15
Mill site leases.....			3	1
Abandonments.....	6		12	35
Water Grants.....	1	3	3	3
Permits.....			3	9

Abstract of the mining receipts for the Vernon Division for the year 1896:

Claims recorded.....	215
Certificates of work issued.....	50
Transfers recorded.....	44
Free miner's certificates issued.....	247

TRAIL CREEK MINING DISTRICT.

Report of Wm. A. Carlisle, Provincial Mineralogist.

Perhaps the greatest factor that will determine the progress of mining and the realization of the wealth that undoubtedly is now locked up in these mountains, is the means of communication and transport. The ores must be carried to the metallurgical centres for treatment, and if the ore deposits now known to exist, and those that may yet be discovered, are to be made available and to become a most valuable part of our resources, trails, roads and railroads must be constructed to make possible the concentration of ores, fuels and supplies at the most favorable points; and if this part of the industry is to be retained in Canada, Canada must assist in boldly advancing these means of communication to make easily accessible the coal fields and the mines from which the different classes of ore can be obtained, that separately are difficult to treat but brought together and intermixed, can be reduced at minimum smelter charges. Favored by the trend of the mountains and valleys, American railroads are rapidly entering from the south to transport Kootenay ores to the American smelters; but, notwithstanding much greater difficulties of construction, Canadian roads

must be energetically built, and, not only will more mines be opened up, but the large reduction works with the large employment of capital and labor will be mostly retained within this Province. The opening up of Kootenay during the last six or seven years has been rapid, but the most marked advance has followed the building of the various lines of connection already completed, as is seen, for one instance, in the rise of the new camp of Rossland, but more rapid advance is awaiting these better facilities, which, it is safe to predict, will be called on to carry a heavy tonnage. Several important lines are seeking aid to be built; lines that will open country that already is proving most promising as it is further prospected, and it is hoped that this aid will be granted, so as to permit the immediate commencement of these important undertakings. Not only is the bulk of this ore being shipped to the south but the large proportion of the fast increasing demand for mine and mercantile supplies is being satisfied by the cities on the other side of the border, with the result that a great revival in their business affairs has followed the opening up of these good markets in British Columbia, greatly due to the fact that orders can be now more promptly filled and forwarded from this source, this advantage more than counterbalancing the customs duties that are imposed upon imports. Not only this, but much of the mining machinery manufactured in Eastern Canada, and now being extensively ordered, is being brought most of the way over American railroads to the point of entry, Northport. If our own centres of trade are to benefit by this growing business, strong efforts must be made to get these facilities for rapid and prompt delivery which, with customs dues, will more than give Canadian business concerns the advantage, as the fact should be realized that new and large markets are opening up in British Columbia. American business men are making strong efforts to secure this trade, and the current once set in, it will be difficult to deflect it into that channel most beneficial to the commercial interests of this country.

The discovery, during the last two or three years, of large bodies of high grade gold ores, in which dividend-paying mines are now being operated, is attracting the earnest attention of many mining men and capitalists of both America and Europe. The opening up of the large mines at Rossland that, notwithstanding many heavy disadvantages—rapidly being overcome, such as means and cost of transportation—have proved very remunerative, and as more extensive exploratory work and greater depth are attained, promise permanency of large and profitable ore bodies, is stimulating more thorough prospecting, not only around Rossland, but in many other localities in this district, with the results that other camps are quickly coming to the front as good prospects on being worked disclose ore of increasing value.

Many claims at many points in Trail Creek District are now being carefully examined and bonded or bought, which better means of access and egress, now projected or being completed, will render possible their being worked, and the principals or agents representing capital are investigating these new resources. The fact that men interested in the treatment of ores, or their transportation on studying the conditions and possibilities now shown, have begun large undertakings, or are now planning them, is indicative that the future development of this part of the Province will be soon on an extensive scale, and of their confidence, based on experience, in the extent and value of its mineral wealth.

The consensus of opinion of many mining men who have studied the conditions and surface showings in this new camp at Rossland, is to the effect that few camps have ever shown so many favorable indications that warrant the belief that on further extensive, systematic exploration, other shutes of gold ore will be uncovered. Prospecting has disclosed these many parallel veins, varying in width, when exposed, from an inch to several feet, and it is believed that many more ore chutes will be found when these most promising surface indications are thoroughly exploited, for it is quite improbable that the large shutes of rich ore that have been shown on the surface by denudation will be found to be the only ones.

This district has now reached that stage when persistent, plucky development work, sustained by ample capital, must be done to prove up these many veins and surface showings, but a sufficient amount of working capital is demanded, (a.) because much of the rock is very hard to mine, necessitating good machinery to make proper progress, (b.) considerable or even extensive development work must be done in the search for more pay shutes, (c) while the more or less faulted nature of the ground, though not serious, will complicate this work. While the present mines were opened up with comparatively small capital by reason of the mines producing pay ore shortly after work was begun, or ore that was very profitable as soon as roads were built over which it could be sent to the smelters, still any enterprise that is now undertaken will require strong financial support, and already several powerful companies are at work.

THE ORES.

The ores at Rossland, with the exceptional free milling gold quartz of the O.K. mine may be divided into three classes:—

(a.) Those large deposits of coarse-grained massive pyrrhotite, locally known as the "iron ore," in which very little or no value in gold is carried.

(b.) The ore found in many claims on the south belt, as the Lily May, Homestake, Mayflower, Curlew, Gopher, R. E. Lee, etc., in which the sulphides are not pyrrhotite, but iron pyrites and

marcasite (white iron), with in some of these mines much arsenopyrite and also zinc blende and even galena, in which case the silver value exceeds the gold, and the percentage of copper is very small or nothing.

(c.) The typical ore of the camp as sold by the Le Roi, War Eagle, Iron Mask or Josie, is divided into first class and second class. The first-class consists of nearly massive fine grained pyrrhotite and copper pyrites, sometimes with a little magnetite, or mispickel, with more or less quartz and calcite. In this class of ore, as got from the lowest workings of the Le Roi, the amount of quartz is much higher, the smelter returns giving 41 to 52.8% silica, and 20.6 to 26.8% FeO., but this is proving the best ore in the mine, the average smelter returns were on 1,200 tons, 2.6 oz. of gold, 1.8 oz. silver, and 2.5% of copper, or \$53.05 net, per ton, while some shipments went as high as 4.06 oz. in gold.

The second-class ore, and the bulk of the ore of the camp shipped, will be most probably of this character and value, is a diorite with a comparatively small percentage of these sulphides, but the character is still very good; 1,800 tons of the Le Roi, second class, yielded by smelter returns an average of 1.34 oz. of gold, 1.4 ozs. of silver, and 1.6% copper, or \$27.97 net per ton.

COST OF MINING.

The cost of labor and mine supplies is now about the same as found in other mining centres of the west. The following is the cost of labor:—Miners, \$3 to \$3.50 per 8 and 10 hour shifts; trammers and top-men, \$2.50 per 10 hours; engineers, \$3.50 to \$4 per 10 hours; timbermen and blacksmiths, \$3.50 to \$4 per 10 hours; foremen, \$4 to \$5 per day. The cost of driving tunnels or drifts depends much on the nature of the rock; in exceptional places, where the ground is much broken, the cost is from \$7 to \$10 per foot; but in the solid tough diorite, from \$10.50 to \$15.50 per foot. Shaft sinking depends upon the size, to some extent, but costs from \$18 to \$30 a foot. The price for timber, lumber, wood and other supplies, is now very reasonable.

THE BOUNDARY CREEK DISTRICT.

By S. S. Fowler, A.B., E.M. Nelson, B.C.

The Boundary Creek portion of the Kettle River Mining Division of Yale, two years ago, meant a territory of about 150 square miles in extent, drained by a small stream which joins Kettle River from the North at Midway, where the river first crosses the International Boundary. To-day the term "Boundary" has lost its special significance by reason of the rapid extension of the area in which valuable minerals are found, to points far distant from the nucleus which first gave the district its reputation.

The records of the government office at Midway showed, on the 1st of January, 1895, that there had been staked, up to that time, about 370 claims, many of which were, of course, re-locations. On the 1st of January, 1896, all but 127 of these old claims had ceased to exist; but in the year 1895, 771 new locations were made, and during 1896, the number was 1,279.

This sudden taking on of a new life, in 1895, was largely due to an influx of prospectors from Trail Creek; while in 1896 it may be attributed, in a great measure, to the failures experienced by the many men who rushed into the Colville Reservation after its opening, by Act of Congress, to mineral locations in February of that year.

The result has been that although the great majority of locations are in that part of the country drained by Boundary Creek, where the first claim was staked by W. T. Smith in May, 1886, many hundreds are scattered all the way from east of Christina Lake near the eastern confines of the district, westward to the 119th meridian near the mouth of Rock Creek, a distance nearly 40 miles; and from the International Boundary northward for twenty miles, up the valleys of the main Kettle River, Boundary Creek and the North Fork (of Kettle River).

The valleys and water-sheds of these three southerly flowing streams form three natural parts of the Kettle River Mining Division, all connected by several transverse valleys. Each of these parts deserve special consideration, and each has already begun to be known by a name of its own, as its future and even prospects demand. The central one, or "Boundary," however, is the oldest and best known, and because it possesses features common to the others, as well as many peculiar to itself, it is made the subject of this article.

TOPOGRAPHY.

The topography of this district, while it affords a considerable diversity, is not very different to that of all the great interior plateau of British Columbia. Whilst mountainous, its highest points seldom exceed 5,500 feet in altitude above the sea, and the greater number of its many well rounded mountains do not exceed 5,000 feet—Kettle River, at the mouth of Boundary Creek, being about 1,800 feet above sea level. The ruggedness and nakedness of many parts of Kootenay are not at all in evidence, for these rounded hills are splendidly forested to their very summits, with a very great variety of coniferous trees. The eastern, southern and western slopes are open and afford a prolific growth of bunch-grass, and along the valleys are many ranches which are specially adapted to diversified farming with the aid of irrigation.

CLIMATE.

The climate the year round is all that one can desire. The mean temperature for the year ending June 30th, 1896, was 42.8 degrees, and the total precipitation was 13.3 inches.

ORES AND ORE DEPOSITS.

The Boundary District is essentially a gold district. The great bulk of the ores is a mixture of the various iron sulphides with copper pyrites, all more or less auriferous. This class of ore is notably associated with the basic eruptive rocks, which are of so widespread occurrence in southern British Columbia, and with the older metamorphic rocks near or at the contacts of these with the former. The magnesian rocks above referred to also afford this ore. This mineral mixture occurs in bodies which, at times, are so elongated as to give the impression that they occupy fissures, and again at others it occurs in apparently isolated shutes of limited horizontal extent; finally what seem to be well-defined blanket deposits hold the ore. The croppings of several of these deposits consist of very large masses of (frequently polaric) magnetite, through which are disseminated copper and iron pyrites. Where denudation and wearing action have had sufficient opportunity these cappings have been removed, and calcite, specular hematite and quartz appear as the normal accompanying gangue. This class of ores has a wide range in value, but, excluding the extremes, may be said to carry about \$15 in gold, with two or three ounces in silver, per ton, and five per cent. copper.

THE SLOCAN.

The Slocan, according to the number of its shipping mines, and the amount and value of the ore sold, now ranks as the most productive mining district in the Province, and in point of importance is not surpassed by any other.

In an area of fifteen by twenty-five miles, there have been discovered many veins of high grade silver-lead ore, which are being developed with great vigor and success, and among the mining men is every feeling of confidence and hopefulness. This winter nearly fifty of these properties are shipping high grade ore that yields very profitable returns, and a large number of other claims are being opened up.

So far but comparatively little imported capital has been expended here, as in the case of nearly every mine now established, sufficient money has been realised from ore extracted during development to pay for more extensive workings, new buildings, mills, trails, roads, and also dividends, but more or less capital will

be required to properly open up many other claims on which the veins exist, but are not so easily accessible as those first discovered. But as most of these veins are found along the steep mountain sides and can be worked by tunnels, and the cost of mining is low, requiring little or no machinery, capital will be necessary mostly when tramways and concentrators are to be built, or in some cases for hoisting plants and pumps when tunnel sites may not be available.

Many of these mines are located near the summits of the high precipitous mountains at an elevation of 5,500 to 6,500 feet above sea level where erosion has cleared away nearly all debris from the veins, but lower down also on the mountain sides and in the valleys, are being found other veins or those discovered first much higher up, to the highest of which now run good trails or waggon roads or else wire rope tramways. The snow that lies deep on these summits during the winter is in nowise detrimental to mining operations, as most work is done after its fall, when the ore can be dragged down the smooth snow trails in rawhides in larger loads and at lower prices than are possible in the summer time, but the tracks of snowslides must be carefully avoided.

During 1896, 18,215 tons of ore yielded 2,141,088 ounces of silver and 19,210,666 pounds of lead, or an average of 117.4 ounces of silver per ton and 52.7% lead, which would have a net profit of about \$75 per ton, while many carloads were shipped that yielded from 300 to 400 ounces of silver per ton.

The "Slocan Star" has, of course, the largest share of high grade ore yet found in this district, and we are kindly permitted to state that from 11,529 tons of ore and concentrates sold during the last three years, 912,600 ounces of silver and 13,482,000 lbs of lead have been paid for by the smelters, and of these amounts 7,000 tons yielded 600,000 ozs. of silver and 9,000,000 lbs of lead during the past season of 1896.

Many of the veins are small, varying from 2 or 3 inches in width to 20 or 30 inches of solid ore, but the high value of silver at present makes this ore very profitable, together with the low cost of breaking ground. The small Reco-Goodenough vein, the width of which is measured in inches, is probably the richest vein yet mined, as from the smelter returns of about 600 tons, the average was 407 ounces of silver per ton and 42% lead. The high percentage of lead makes this ore a very desirable one for the smelters, and the lead contents are usually sufficient to pay the freight and treatment charges and the duty charges on the lead.

While most of the veins are not wide, the richness of their ores greatly compensates, as may be seen from the lead and silver values as *per smelter returns* from a few of the mines as :—

Slocan Star.....	80 to 95	ozs. silver per ton,	70 to 75	% lead.
Reco.....	83 to 730	"	19 to 67	"
Good-enough.....	167 to 507	"	15 to 67	"
Noble Five.....	62 to 543	"	30 to 75	"
Last Chance.....	135 to 238	"	35 to 78	"
Wonderful.....	113 to 133	"	70 to 76	"
Ruth.....	40 to 125	"	15 to 73	"
Monitor.....	142 to 367	"	32 to 57	"
Wellington.....	125 to 328	"	10 to 55	"
Whitewater.....	72 to 326	"	10 to 65	"
Dardanelles.....	149 to 470	"	15 to 55	"
Enterprise.....	155 to 180	"	18 to 30	"
Two Friends.....	248 to 380	"	38 to 52	"

NELSON.

The Silver Silver King silver-copper mine of the Hall Mines Co., Ltd., The Poorman gold (quartz) mine, and some small placer workings, have yielded all the production credited to this district, but other mines will be added ere long to this list. Since the completion of the smelter at Nelson there has been greatly increased activity at the mine of this Company.

The Silver King mine has now shipped 31,000 tons of ore that yielded 800,000 ounces of silver and 2,500,000 lbs of copper, and the development of the property is rapidly being pushed, so as to permit of a greatly increased out-put, while the smelter is being increased so as to undertake the treatment of all classes of ore as may be bought in the market.

The Poorman gold mine has given up about \$100,000 from its quartz ledge, and other properties in this locality that have similar veins are now under bond and will be worked.

The new district, known as the Salmon River Country, lying south of Nelson to the Boundary, and traversed by the Nelson and Fort Sheppard R.R., was not visited, but during the past year many claims were staked off on gold and silver leads on the ridges, between which run the tributaries of this river. This winter considerable work is being done here, and during the coming season much greater interest will be shown in these veins, in which it is stated, ore similar to that of Rossland, and also gold-silver quartz with galena and other sulphides have been discovered, assays of which have given high values.

AINSWORTH.

The out-put from Ainsworth for 1896 was much lowered by the cessation early in the year of mining on the Blue Bell, in which, it is reported, the ore has become rather low grade for present conditions, but in several of the other mines west of the town of Ainsworth, considerable progress was made.

The Skyline, Number One, Blue Bell, Highlander, Little Phil, Mile Point, Neosho, Sunlight and Tariff, shipped ore, much of which was the silvery "dry ore," and the remainder galena, which does not carry as much silver as the Slocan veins, but averages 30 to 40 ounces in the solid ore.

This district suffered especially in the decline of silver prices, but now vigorous prospecting is being done once more on both sides of the lake, and new mining enterprises are being inaugurated. The town of Kaslo, the eastern entrance to the Slocan, is growing rapidly, and steamers run daily to Nelson to connect with the railroads, while the only public sampling mill in Kootenay is here located.

MEANS OF ACCESS AND TRANSPORTATION.

West Kootenay is now easily entered from two directions, and almost any part important can now be reached with dispatch and comfort, an agreeable surprise to all entering the country for the first time. First—From the north, at Revelstoke, on the main trans-continental line of the Canadian Pacific Railway between Montreal, Winnipeg and Vancouver, on the Pacific Coast, a branch line runs down the Columbia River 32 miles to Arrowhead, at the north end of Upper Arrow Lake, whence (a) a small steamer runs up the north-east arm of Evansport, the port of entrance, to the Lardeau and Trout Lake Districts; (b) the large stern-wheel steamers of the Canadian Pacific Railway Company, for which Company a large boat is being built at Nakusp, to be ready to go into commission next spring, as the traffic has grown quite beyond the capacity of the present equipment, runs as far south as Trail, connecting at Nakusp with a branch line of the C.P.R. into the Slocan, and at Robson with another branch of the same Company into Nelson, along the Kootenay River, and at Trail with the Columbia and Western to Rossland. Second—From the south, from Spokane, Wash., where direct connections are made from the main trunk lines of the Great Northern and Northern Pacific Railways to all parts of the United States, the Spokane Falls and Northern Railway runs north to Northport, a few miles south of the boundary line, whence (a) this road, known as the Nelson and Fort Sheppard Road, follows up the east bank to Waneta and Sayward, in Canadian territory, and thence across to Nelson, connecting directly with the Kootenay Lake steamers at a point 5 miles east of Nelson, whence the road switchbacks into the town; (b) from Northport another branch, or the Red Mountain Railway, crossing the Columbia by large ferries, run to Rossland; (c) while daily steamers run up the river to Trail, from which point again Rossland is reached, or the steamers taken for Robson, Nakusp and Arrowhead as detailed above.

C.P.R., NAKUSP TO SANDON.

This branch has a daily train each way. From Nakusp it is 28 miles to Roseberry, on Slocan Lake ; 32 miles to New Denver ; 37 miles to Three Forks ; and 41 miles to Sandon.

C.P.R., ROBSON TO NELSON.

A train will run both ways daily to connect with the steamboats on both Arrow and Kootenay Lakes.

KASLO AND SLOCAN RAILWAY.

This road runs daily trains between Sandon and Cody, east to Kaslo, on Kootenay Lakes, stopping at points whence roads or trails lead directly to many of the Slocan mines.

SLOCAN LAKE.

A large steamer is now be running on this lake between Roseberry, New Denver Silverton, Brandon, Slocan City and any other points on the lake desired.

KOOTENAY LAKE.

Three commodious and rapid steamers, the Kokanee, Alberta and International, run daily each way between Kaslo and Nelson, stopping at Ainsworth, Pilot Bay smelter, Balfour, or other points along this route when called for. Other smaller boats traverse the lake from the upper end down as far south as Bonner's Ferry, stopping, among other places, at the terminals of the trails into East Kootenay. Generally, if required, a small steamer can be engaged to go to any point on these waters.

CUSTOMS OF THE PORT OF VANCOUVER.

RATES OF COMMISSION.

Amended Schedule recommended by Special Committees and adopted by the Board (1896)

XV. When no special agreement exists, the following shall be collectable :—

1. On purchase of stocks, bonds, and all kinds of securities, including the drawing of bills, for payment of the same $2\frac{1}{2}$ per cent.
2. On sale of stocks, bonds, and all kinds of securities, including remittance in bills and guarantee $2\frac{1}{2}$ per cent.
3. On purchase and sale of specie, gold dust and bullion. . . 1 per cent.
4. On sale of bills of exchange, with endorsement. . . $2\frac{1}{2}$ per cent.
5. On sale of bills of exchange, without endorsement. . . $\frac{1}{2}$ per cent.
6. For endorsing bills of exchange, when desired. . . . $2\frac{1}{2}$ per cent.
7. On sale of produce and merchandise, with guarantee. . $7\frac{1}{2}$ per cent.
8. On goods received on consignment, and afterwards withdrawn $2\frac{1}{2}$ per cent.
9. On purchase and shipment of merchandise, on cost and charges. 5 per cent.
10. For collecting and remitting delayed or litigated account. 10 per cent.
11. For collecting freight money, on amount collected. $2\frac{1}{2}$ per cent.
12. For collecting general claims. 5 per cent.
13. For collecting general average,—on the first \$20,000 or any smaller amount. 5 per cent.
14. For collecting general average—on any excess over \$20,000 $2\frac{1}{2}$ per cent.
15. On purchase or sale of vessels. 5 per cent.
16. For entering and clearing vessels and attending to the Customs business of the ship. \$ 25 00.
17. For "Port Agency" attending to discharge of cargo and transacting ship's business other than entering and clearing at Customs :
 - On vessels not exceeding 250 tons cargo \$ 25 00
 - " with 251 tons and not exceeding 500 tons cargo. 35 00
 - " with 501 tons and not exceeding 750 tons cargo. 50 00
 - " with 751 tons and not exceeding 1,000 tons cargo. 75 00
 - " over 1,000 tons 100 00
 - " in ballast. 10 00

18. For disbursements of vessels by consignees.....2 $\frac{1}{2}$ per cent.
19. For procuring freight or passengers5 per cent.
20. For chartering vessels on amount of freight, actual or estimated, to be considered as due when the "Charter Parties" or memorandum of their conditions, etc., are signed..... 5 per cent.
21. For landing and re-shipping goods from vessels in distress, on invoice value, or in its absence, on market value.....5 per cent.
22. For receiving and forwarding goods—on invoice amount2 $\frac{1}{2}$ per cent.
23. For effecting marine insurance—on the amount of premium5 per cent.
24. The foregoing Commissions to be exclusive of Brokerage, and every charge actually incurred.
25. Vessels to pay clerk hire and the labor on wharf, sorting and delivering cargo.

Members of Special
Committee.

{ RICHARD ALEXANDER,
E. E. EVANS,
H. DARLING,
C. G. JOHNSON,
ROBT. H. PATERSON,

VANCOUVER CITY.

From the City Records.

June 13th, 1886, Vancouver destroyed by fire, one building only left.

	Jan. 1, 1890.	Jan. 1, 1897.
Streets graded.....	50.33 miles	77.44 miles
" gravelled.....	8.35 "	10.95 "
Macadamized with broken rock.....	"	19.85 "
Paved with bituminous rock.....	"	1.82 "
" " wood blocks.....	"	.05 "
Planked.....	6.30 "	2.00 "
Water mains, cast iron.....	10.14 "	40.05 "
Sewers.....	7 "	22.05 "
Number of houses.....	1,462	3,300
Hydrants.....	65	210
Assessed value, real property.....	\$8,077 505.00	\$13,008,194.00
" " improvements.....	\$1,326,940.00	\$ 2,218,585.00
Being 50% of actual value.		

	1891.	1897.
Population, Dominion Census.....	14,000	Estimated 19,000

1 per cent.
5 per cent.
or
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5 per cent.
in
ar-
5 per cent.
ice
2 1/2 per cent.
of
5 per cent.
kerage, and
sorting and
KANDER,

ERSON,

ne building

Jan. 1, 1897.
77.44 miles
10.95 "
19.85 "
1.82 "
.05 "
2.00 "
40.05 "
22.05 "
3,300
210
008,194.00
218,585.00

1897.
ated 19,000

